



# 1995 Statistical Summaries



Grant Assistance  
Programs

**Cover Art Design of Multi-Modal Terminal was created by:  
Mr. Al Phillips of Charlotte, North Carolina**



U.S. Department  
of Transportation  
**Federal Transit  
Administration**

Administrator

400 Seventh St., S.W.  
Washington, D.C. 20590

**96-C-04**

Dear Colleague:

I am pleased to provide you with a copy of the Federal Transit Administration's (FTA) FY 1995 "Statistical Summaries." This comprehensive report presents FY 1995 funding data for the FTA's major discretionary and formula grant programs. Usage of these funds is identified by program, program element, urbanized area and state. For a longer range view of Federal transit expenditures, the historical data is also included.

Fiscal year 1995 was an excellent year for mass transit. FTA's grant obligations surged to \$6.4 billion, the highest level ever achieved in the history of the program. Capital obligations rose to a record of \$5.4 billion. Of this amount, \$1 billion was used to finance the purchase of nearly 9,000 transit vehicles, all of which are identified in the report by type and size. Specific information about fixed guideway modernization and new systems expenditures is also cited.

A key factor in the rise of capital obligations is the flexibility provision of the Intermodal Surface Transportation Efficiency Act (ISTEA), which created opportunities for increased funding for transit. Since FY 1992, almost \$2.2 billion in ISTEA flexible funds has been transferred to FTA for use on transit projects.

I hope you will find this document useful and informative.

Thank you for your continued interest in public transportation.

Sincerely,



Gordon J. Linton





**Report No. FTA-TPM-10-96-1**

**February 1996**

**1995  
GRANT ASSISTANCE PROGRAMS  
STATISTICAL SUMMARIES**

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## INTRODUCTION

The fiscal year 1995 "Statistical Summaries" presents selected analyzed data on the distribution and use of various program funds administered by the Federal Transit Administration (FTA). The programs discussed are the principal source of Federal financial aid to urban and non-urban areas for mass transportation. The data is compiled from the capital, operating and the planning assistance grants awarded to transit authorities, States and other units of local governments. This data is represented in the various tables, charts, and graphs which are identified in the table of contents. Please note that the figures shown on the charts and graphs are lettered and numbered the same as the related tables. Historical data can be found on Tables 17 through 56.

FTA obligated \$6.4 billion for various grants in fiscal year 1995, the highest on record in FTA history. This is up \$1.9 billion more than the previous fiscal year. This sharp upturn in the obligated funds was driven partly by the increased availability of flexible funds transferred from the Federal Highway Administration (FHWA) for mass transit projects. The total amount transferred in FY 1995 reached \$801.8 million which exceeded last year's record level of transfers by \$192.1 million.

Of the total obligated in FY 1995, 85 percent was programmed for capital purposes, 13 percent for operating expenditures, and the remaining two percent for planning assistance. Excluding Washington Metro Rail construction grants, the urbanized areas with populations over 1 million received 77 percent of the total grant funds obligated. Consistent with the increase in capital obligations that are reflected in the data, the number of vehicles budgeted in FY 1995 surged to a total of 6,357 overtaking the record of the highest bus count which was 5,816 in 1974. These figures apply only to the capital and the urbanized area formula programs.

### FTA Programs

SECTION 5309 - Capital Program that provides capital funding for fixed guideway modernization, new systems, and bus and bus related projects.

SECTION 5307 - Urbanized Area Formula Program that provides funding for capital, planning and operating projects for urbanized areas (50,000 or more population).

SECTION 5310 - Elderly Persons and Persons with Disabilities Program with funding allocated to the States for capital projects to meet the special needs of elderly persons and persons with disabilities.

SECTION 5311 - Nonurbanized Area Formula Program that funds capital and operating assistance in non-urbanized areas (rural). The Rural Technical Assistance Program (RTAP) also provides funding for training, technical assistance, research and support services.

INTERSTATE SUBSTITUTE TRANSIT - Substitute of transit capital and planning projects for Interstate Highway System projects.

Special Appropriation

Washington, D.C. Metro Rail - Funds provided for the construction of the Washington Metropolitan Area Transit Authority rail system.

## **OTHER FTA PROGRAMS**

While the major portion of FTA funding is for transit capital and operating assistance, financial support is also provided for a variety of other programs that are described below:

**UNIVERSITY TRANSPORTATION CENTERS PROGRAM (49 U.S.C. § 5317(b))**. The Surface Transportation and Uniform Relocation Assistance Act of 1987 (STURAA) required that there be established in each of the ten standard Federal regions a regional transportation center to conduct research and training regarding the transportation of passengers and property. In FY 1991, these ten Centers had been operating for four years. ISTEA added four new Centers which were national in scope rather than regional, as were the original Centers. All of the Centers are engaged in an active program of research, education and technology transfer. The 14 Centers are:

Region I	Massachusetts Institute of Technology
Region II	City University of New York
Region III	Pennsylvania State University
Region IV	The University of North Carolina
Region V	The University of Michigan
Region VI	Texas A & M University
Region VII	Iowa State University
Region VIII	North Dakota State University
Region IX	University of California, Berkeley
Region X	University of Washington

National Center for Transportation Management, Research and Development  
Morgan State University

Center for Transportation and Industrial Productivity  
New Jersey Institute of Technology

National Rural Transportation Study Center  
University of Arkansas

National Center for Advanced Transportation  
University of Idaho

**NATIONAL TRANSIT DATABASE (49 U.S.C. § 5335)**. The National Transit Database (NTD) is FTA's reporting and information system for the transit industry. Section 5335 of the Federal Transit Laws require the Secretary of Transportation to establish a uniform system of accounts and records, plus a reporting system, for the collection and dissemination of public mass transportation financial and operating data by uniform categories. All recipients and beneficiaries of Federal assistance under the urbanized area formula program are subject to the reporting system and the uniform system of accounts and records. FTA uses certain NTD data to apportion urbanized area formula funds to urbanized areas of 200,000 or more inhabitants.

Financial and operating data reports are submitted by the National Transit data reporters on an annual basis. A family of annual reports containing summaries of reported data is published by FTA. The annual reports contain revenues, expenses, operating data, and calculated performance indicators for each transit agency reporting as well as aggregate national statistics.

The NTD system and its annual report represent a valuable source of public mass transit data for transit industry planning, and investment decisions. It is also used by governing boards, State and local governments, the research community, trade unions, and all others interested in improving the productivity of the Nation's transit systems.

**NONDISCRIMINATION PROGRAM (49 U.S.C. § 5332).** This program prohibits discrimination on the basis of race, color, creed, national origin, sex, or age in any FTA-funded project, program, or activity. Section 5332 empowers the Secretary of Transportation to take affirmative action to ensure compliance with its provisions.

**METROPOLITAN PLANNING PROGRAM (49 U.S.C. § 5303).** This program provides funding to the states for planning projects in urbanized areas.

**STATE PLANNING AND RESEARCH PROGRAM (49 U.S.C. § 5313(h)).** Program that provides funding to the states for state planning and research.

**HUMAN RESOURCES PROGRAM (49 U.S.C. § 5322).** The Human Resources Program provides funds for projects which address human resource needs in public transit and supplement FTA grant recipients' efforts to achieve civil rights objectives. Such projects are designed to develop and enhance the skills and talents of minorities, women, and other disadvantaged persons in mass transit.

**NATIONAL PLANNING AND RESEARCH PROGRAM (49 U.S.C. § 5314(a)).** The National Planning and Research Program includes two categories of activity requiring a national focus. The first category includes activities in support of the Federal mission. Specific activities include directed research, pilot projects and special demonstration initiatives to advance Federal mass transportation policies and address transportation issues of national concern. Research provides valuable guidance enabling the national transit program to reflect changing domestic conditions and budgetary priorities, laws and regulations.

The second category of activities requiring a national focus is support for technology development. At the core of these developmental efforts was extensive industry consultation. The Industry Advisory Panel for the technology development program was established in FY 1992. The recommendations from the Panel have been embodied in the technology program framework.

**TRANSIT COOPERATIVE RESEARCH PROGRAM (49 U.S.C. § 5313(a)).** The required mechanisms for the Transit Cooperative Research Program (TCRP) were put into place through a Memorandum of Understanding between the Industry Governing Board, the Transportation Research Board and FTA. TCRP allows the industry, through the Independent Governing Board, to determine its research priorities and oversee the conduct of a research agenda responsive to its needs.

**NATIONAL TRANSIT INSTITUTE (NTI) (49 U.S.C. § 5315).** The ISTEA makes \$3 million per year from the National, State and TCRP programs available to the National Transit Institute, which is housed at Rutgers University. In addition, up to one-half of one percent of both the capital and urbanized area formula funds can be made available for training at the Institute. The Institute develops training programs in transit planning, management, environmental factors, acquisition and joint use of rights-of-way, engineering, procurement strategies, turn-key systems



and many other techniques and methods necessary to make transit operations more efficient and effective.

**AMERICANS WITH DISABILITIES ACT.** The Americans with Disabilities Act of 1990 (ADA 42 U.S.C. § 12101 *et seq.*) gives persons with disabilities civil rights protection in jobs, public accommodations and services. In the area of public transportation, the ADA mandates increased accessible and nondiscriminatory service, such as wheelchair lifts on buses, improvements in information dissemination to people with hearing and visual disabilities, and lift-equipped van services for people who cannot use regular wheelchair lift-equipped buses. It also broadens the range of disabilities which must be accommodated, and gives the FTA the responsibility for ensuring that all transit operators, nationwide, comply with the law.

**ADVANCED PUBLIC TRANSPORTATION SYSTEMS PROGRAM.** FTA has created the Advanced Public Transportation System (APTS) program as part of the U.S. Department of Transportation initiative in Intelligent Vehicle Highway Systems (IVHS). Through APTS, FTA funds research, development, and operational tests of advanced navigation, information, and communication technologies to improve public transit systems. The goal of APTS is the development of a readily accessible body of knowledge about technologies that enhance public transportation and the demonstration of those technologies in operating models.

**CLEAN AIR PROGRAM.** This program is designed to assist the Nation's cities and transit providers in complying with the Clean Air Act (42 U.S.C. §§ 7401 *et seq.*) Amendment of 1990 and the proposed National Energy Strategy Act through the use of cleaner engine emission systems, such as alternative fueled or clean diesel engine transit buses. The program promotes the goal of the National Transportation Policy to protect the environment and the quality of life of America's citizens.

**BUS TESTING.** STURRA established a requirement that new transit bus models be tested at the New Bus Model Testing Facilities, owned and operated by the Pennsylvania State University. These new bus models are tested for safety, reliability, performance, structural integrity, fuel economy, noise, and the capacity to be maintained. ISTEA provides for the FTA to fund 80% of bus testing fees. ISTEA also added emission and brake testing requirements and the requirement to test alternative fueled vehicles. FTA is responsible for ensuring that all new transit bus models that are purchased with Federal funds have been tested.

## Glossary of Terms

Allocation--An administrative distribution of funds. This is done for funds which do not have statutory distribution formulas.

Apportionment--A law that refers to a statutorily prescribed division or assignment of funds. An apportionment is based on prescribed formulas in the law and consists of dividing authorized obligation authority for a specific program.

Appropriations Act--A law passed by the Congress and signed by the President, which makes funds available for expenditures with specific limitations as to amount, purpose, and duration. In most cases, it permits money previously authorized to be obligated and payments to be made.

Authorization Act--Basic substantive legislation or that which empowers an agency to implement a particular program and also establishes an upper limit on the amount of funds which can be appropriated for that program.

Budget Authority--Empowerment by the Congress that allows Federal agencies to incur obligations to spend or lend money. This empowerment is generally in the form of appropriations from General Revenues to the Treasury. However, for the Discretionary program category, it is in the form of "contract authority" derived from the Trust Fund Resource.

Contract Authority--A form of budget authority that permits obligations to be made in advance of appropriations. The Discretionary Grants program is funded from contract authority, subject to an obligation limitation.

Fiscal Year (FY)--Since FY 1977, the yearly Federal accounting period beginning October 1 and ending September 30 of the subsequent calendar year. (Prior to FY 1977, the Federal fiscal year started on July 1 and ended the following June 30.) Fiscal years are denoted by the calendar year in which they end: e.g., FY 1989 began October 1, 1988, and ended September 30, 1989.

Obligation Limitation--An amount specified in an Appropriations Act that limits the amount of Federal assistance that may be obligated during a specified time period, usually one fiscal year. A limitation on obligations is used to reduce the amount of contract authority available for obligation in the Discretionary Grants (trust fund) program.

Obligations--Commitments made by Federal agencies to pay out money, as distinct from the actual payments, which are "outlays." Generally, obligations are incurred after the enactment of budget authority. The obligations are for the Federal share of the estimated full cost of each project at the time it is approved, regardless of when the actual payments are made or the expected time of project completion.



States--As defined in Chapter 1 of Title 23, the 50 States comprising the United States, plus the District of Columbia, and the Commonwealth of Puerto Rico. However, for the purposes of some programs (e.g., Sections 18, 16, and RTAP) the term may also include territories (Virgin Islands, Guam, American Samoa, and the Northern Mariana Islands).

Urbanized Area--Comprises an incorporated place and adjacent densely settled surrounding area that together have a minimum population of 50,000.

Trust Fund--Accounts established by law to hold receipts which are collected by the Government and earmarked for specific purposes and programs. These receipts are not available for the general purposes of the Government. The Mass Transit Account of the Highway Trust Fund is comprised of receipts from certain highway user taxes (e.g., excise taxes on motor fuels) and reserved for use for transit capital projects and related purposes.

**TABLE A**

**FTA APPROPRIATIONS FOR FISCAL YEAR 1995**

	<b>AMOUNT \$</b>
<hr/>	
<b>CAPITAL</b>	<b>1,724,904,000</b>
<b>METROPOLITAN PLANNING</b>	<b>41,512,500</b>
<b>STATE PLANNING AND RESEARCH</b>	<b>8,475,000</b>
<b>NATIONAL PLANNING AND RESEARCH</b>	<b>34,004,000</b>
<b>URBANIZED AREA FORMULA</b>	<b>2,299,832,213</b>
<b>ELDERLY AND PERSONS WITH DISABILITIES</b>	<b>59,152,156</b>
<b>NON-URBANIZED AREA FORMULA</b>	<b>132,926,631</b>
<b>RTAP (RURAL TRANSIT ASSISTANCE)</b>	<b>4,612,500</b>
<b>INTERSTATE SUBSTITUTE</b>	<b>48,030,000</b>
<b>WASHINGTON D C METRO RAIL</b>	<b>200,000,000</b>
<b>ADMINISTRATION</b>	<b>42,783,000</b>
<b>UNIVERSITY TRANSP. CENTERS</b>	<b>6,000,000</b>
<b>TRANSIT COOPERATIVE RESEARCH</b>	<b>8,475,000</b>
<b>NATIONAL TRANSIT INSTITUTE</b>	<b>3,000,000</b>
<b>TOTAL \$</b>	<b>4,613,707,000</b>

**Please note that the \$16 million appropriated for the Atlanta Olympics is included in Urbanized Area Formula.**

TABLE B

FTA APPROPRIATIONS (INCLUDES LOAN AUTHORITY, UNRESTRICTED AUTHORITY, AND CONTRACT AUTHORITY)  
FISCAL YEARS 1961 - 1996

FISCAL YEAR	CAPITAL (FORMERLY SECTION 3)	PLANNING (FORMERLY SECTION 8)	ELDERLY PERSONS WITH DISAB.	INNOV. TECH TECHINTRO	SECTION 17	SECTION 5	URBANIZED AREA FORMULA	NONURBAN. AREA FORM. & RTAP	NATIONAL TRANSIT PLANNING & RESEARCH	INTERSTATE SUBSTITUTE	WASH DC METRO RAIL	UNIV. TRANSP. CENTERS	TOTAL	ADMINIST.	GRAND TOTAL \$ AMOUNT
1961	17,500,000	0	0	0	0	0	0	0	25,000,000	0	0	0	42,500,000	0	42,500,000
1962	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1963	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1964	3,000,000	0	0	0	0	0	0	0	4,805,000	0	0	0	7,805,000	195,000	8,000,000
1965	85,000,000	0	0	0	0	0	0	0	0	0	0	0	85,000,000	300,000	85,300,000
1966	135,000,000	0	0	0	0	0	0	0	0	0	0	0	135,000,000	455,000	135,455,000
1967	130,000,000	0	0	0	0	0	0	0	0	0	0	0	130,000,000	735,000	130,735,000
1968	125,000,000	0	0	0	0	0	0	0	0	0	0	0	125,000,000	890,000	125,890,000
1969	189,147,000	5,000,000	0	0	0	0	0	0	0	0	0	0	174,147,000	853,000	175,000,000
1970	137,000,000	8,000,000	0	0	0	0	0	0	30,000,000	0	0	0	175,000,000	1,325,000	176,325,000
1971	555,675,000	15,000,000	0	0	0	0	0	0	26,000,000	0	0	0	586,675,000	3,325,000	590,000,000
1972	803,700,000	25,000,000	0	0	0	0	0	0	65,000,000	0	0	0	893,700,000	8,300,000	900,000,000
1973	863,708,000	33,500,000	0	0	0	0	0	0	96,250,000	0	0	0	993,458,000	8,542,000	1,000,000,000
1974	872,000,000	37,600,000	0	0	0	0	0	0	35,050,000	61,000,000	0	0	1,005,650,000	5,000,000	1,010,650,000
1975	1,330,110,000	36,610,000	19,900,000	0	0	300,000,000	0	0	45,050,000	65,700,000	0	0	1,787,370,000	5,960,000	1,803,330,000
1976	1,078,000,000	38,700,000	22,000,000	0	25,000,000	500,000,000	0	0	54,000,000	832,000,000	0	0	2,349,700,000	10,300,000	2,360,000,000
TQ	246,500,000	9,200,000	0	0	0	125,000,000	0	0	11,500,000	0	0	0	392,200,000	2,900,000	395,100,000
1977	1,228,000,000	43,200,000	22,000,000	0	55,000,000	650,000,000	0	0	61,200,000	570,072,080	0	0	2,628,472,080	12,600,000	2,641,072,080
1978	1,375,000,000	55,000,000	25,000,000	0	45,000,000	775,000,000	0	0	70,000,000	682,760,493	0	0	3,007,760,493	20,000,000	3,027,760,493
1979	1,175,000,000	55,000,000	20,000,000	0	0	1,403,500,000	0	0	68,500,000	823,765,105	0	0	3,422,285,105	18,849,000	3,441,134,105
1980	1,625,075,000	55,000,000	20,000,000	0	0	1,405,000,000	0	0	70,300,000	425,000,000	0	0	3,889,375,000	17,884,000	3,907,259,000
1981	2,095,000,000	45,000,000	25,000,000	25,000,000	0	1,455,000,000	0	0	72,500,000	615,032,414	0	0	4,389,372,414	22,200,000	4,411,572,414
1982	1,377,500,000	55,000,000	25,000,000	7,000,000	0	1,365,250,000	0	0	68,500,000	560,000,000	0	0	3,507,850,000	24,388,000	3,532,238,000
1983	1,606,650,000	50,000,000	25,000,000	10,000,000	0	1,200,000,000	756,175,000	91,325,000	58,250,000	412,000,000	240,000,000	0	4,449,400,000	28,407,000	4,477,807,000
1984	1,138,900,000	50,000,000	26,100,000	10,000,000	0	0	2,318,608,000	69,986,000	54,800,000	295,400,000	250,000,000	0	4,213,792,000	29,400,000	4,243,192,000
1985	1,018,800,000	50,000,000	26,200,000	5,000,000	0	0	2,377,729,650	71,770,350	51,000,000	250,000,000	250,000,000	0	4,100,500,000	31,000,000	4,131,500,000
1986	970,585,000	47,850,000	29,500,000	4,785,000	0	0	1,997,263,785	60,286,215	16,652,000	191,400,000	217,239,000	0	3,535,541,000	28,710,000	3,564,251,000
1987	915,000,000	45,000,000	35,000,000	7,500,000	0	0	1,924,995,000	75,005,000	17,400,000	200,000,000	201,120,000	0	3,421,020,000	31,000,000	3,452,020,000
1988	980,250,000	45,000,000	35,000,000	0	0	0	1,732,314,000	69,389,000	12,217,000	123,500,000	180,500,000	5,000,000	3,183,170,000	31,882,000	3,215,052,000
1989	985,000,000	45,000,000	35,000,000	0	0	0	1,603,596,000	71,404,000	10,000,000	200,000,000	168,000,000	5,000,000	3,123,000,000	31,882,000	3,154,882,000
1990	982,045,000	44,370,000	34,510,000	0	0	0	1,624,380,000	70,520,000	9,970,000	199,520,000	84,745,000	4,930,000	3,014,990,000	31,809,000	3,046,799,000
1991	1,115,000,000	45,000,000	35,000,000	0	0	0	1,734,641,000	70,359,000	8,000,000	160,000,000	64,100,000	5,000,000	3,237,100,000	32,583,000	3,269,683,000
1992	1,346,167,000	43,688,000	54,884,000	0	0	0	1,822,762,000	111,087,000	60,427,000	160,000,000	124,000,000	6,985,000	3,730,000,000	37,000,000	3,767,000,000
1993	1,725,000,000	38,250,000	48,636,000	0	0	0	1,560,539,000	95,075,000	42,500,000	75,000,000	170,000,000	6,000,000	3,761,000,000	38,550,000	3,799,550,000
1994	1,785,000,000	41,513,000	58,726,000	0	0	0	2,226,553,000	134,201,000	46,124,000	45,000,000	200,000,000	6,000,000	4,543,117,000	39,457,000	4,582,574,000
1995	1,724,904,000	41,513,000	59,152,000	0	0	0	2,299,836,000	137,536,000	53,954,000	48,030,000	200,000,000	8,000,000	4,570,925,000	42,783,000	4,613,708,000
1996	1,665,000,000	39,500,000	51,609,000	0	0	0	1,891,244,000	114,572,000	41,500,000	0	200,000,000	8,000,000	4,009,425,000	39,772,000	4,049,197,000
TOTAL	33,365,196,000	1,143,494,000	733,217,000	69,285,000	125,000,000	9,178,750,000	25,870,634,435	1,545,015,565	1,251,889,000	6,535,180,092	2,549,704,000	50,915,000	82,418,280,092	633,311,000	83,051,591,092

\* After Sequestration

\*\* After Sequestration and Drug Assessment

## NOTE:

1) TABLE B-1 BREAKS OUT FY 1995 APPROPRIATIONS BY GENERAL FUNDS AND TRUST FUNDS.

2) The Interstate Transfer Substitution program appropriations in FY 1977 through FY 1981 included transit and highway funds. The column above includes only the transit funds. The total appropriations for these years are as follows: FY 1977-\$575 Mil.; FY 1978-\$789 Mil.; FY 1979-\$700 Mil.; FY 1980-\$700 Mil.; and FY 1981-\$665 Mil.

3) RTAP appropriations by fiscal year are: 1987-\$5,000,000; 1988-\$4,750,000; 1989-\$5,000,000; 1990-\$4,985,000; 1991-\$5,000,000; 1992-\$5,000,000; 1993-\$4,250,000; 1994-\$4,613,000; 1995-\$4,612,500; 1996-\$4,500,000

4) Reflects FY 1996 enacted level of \$42 million minus FTA share (\$1.85 million) of \$25 million DOT reduction and a \$378,000 working capital fund reduction.

TABLE B-1

## BREAKOUT OF FY 1996 APPROPRIATIONS BY PROGRAM

PROGRAM .....	GENERAL FUNDS =====	TRUST FUNDS =====	TOTAL\$ .....
CAPITAL PROGRAM - (49 U.S.C. 5309)			
.....			
BUS	0	333,000,000	333,000,000
FIXED GUIDEWAY MODERNIZATION	0	666,000,000	666,000,000
NEW SYSTEMS	0	666,000,000	666,000,000
URBANIZED AREA FORMULA - (49 U.S.C. 5307)			
.....			
OPERATING	400,000,000	0	400,000,000
CAPITAL	381,244,000	1,110,000,000	1,491,244,000
NON-URBANIZED AREA FORMULA - (49 U.S.C. 5311)			
.....			
RTAP	4,500,000	0	4,500,000
ELDERLY AND PERSONS WITH DISABILITIES (49 U.S.C. 5310)			
.....			
TRANSIT PLANNING AND RESEARCH			
.....			0
METROPOLITAN PLANNING (49 U.S.C. 5303)	39,500,000	0	39,500,000
STATE PLANNING AND RESEARCH (49 U.S.C. 5313 (b))	8,250,000	0	8,250,000
NATIONAL PLANNING AND RESEARCH (49 U.S.C. 5314 (a))	22,000,000	0	22,000,000
TRANSIT COOPERATIVE RESEARCH	8,250,000	0	8,250,000
NATIONAL TRANSIT INSTITUTE	3,000,000	0	3,000,000
UNIVERSITY TRANSPORTATION CENTERS			
.....			0
WASHINGTON D C METRO RAIL	200,000,000	0	200,000,000
.....			0
ADMINISTRATIVE EXPENSES	39,772,000	0	39,772,000
.....			0
TOTAL	1,274,197,000	2,775,000,000	4,049,197,000

TABLE B-2

## BUDGET AUTHORITIES FOR FISCAL YEARS 1961 - 1996

FISCAL YEAR	GENERAL FUNDS	LOAN AUTHORITY	UNRESTRICTED AUTHORITY	CONTRACT AUTHORITY	TOTAL \$ AMOUNT
1961	0	42,500,000	0	0	42,500,000
1962	0	0	0	0	0
1963	0	0	0	0	0
1964	5,000,000	3,000,000	0	0	8,000,000
1965	300,000	5,000,000	60,000,000	0	65,300,000
1966	455,000	5,000,000	130,000,000	0	135,455,000
1967	735,000	0	130,000,000	0	130,735,000
1968	690,000	0	125,000,000	0	125,690,000
1969	0	0	175,000,000	0	175,000,000
1970	31,600,000	0	145,000,000	0	176,600,000
1971	29,325,000	0	194,000,000	376,675,000	600,000,000
1972	71,300,000	0	0	828,700,000	900,000,000
1973	102,792,000	0	(35,000,000)*	897,208,000	965,000,000
1974	101,050,000	0	0	909,600,000	1,010,650,000
1975	116,710,000	0	0	1,686,620,000	1,803,330,000
1976	277,300,000	0	0	2,082,700,000	2,360,000,000
TQ	14,400,000	0	0	380,700,000	395,100,000
1977	523,872,080	0	0	2,118,200,000	2,642,072,080
1978	447,760,493	0	0	2,580,000,000	3,027,760,493
1979	2,289,114,105	0	0	1,150,000,000	3,439,114,105
1980	3,703,259,000	0	0	0	3,703,259,000
1981	4,411,572,414	0	0	0	4,411,572,414
1982	3,532,238,000	0	0	0	3,532,238,000
1983	3,698,807,000	0	0	779,000,000	4,477,807,000
1984	3,018,192,000	0	0	1,225,000,000	4,243,192,000
1985	3,031,500,000	0	0	1,100,000,000	4,131,500,000
1986	2,511,551,000	0	0	1,052,700,000	3,564,251,000
1987	2,449,520,000	0	0	1,002,500,000	3,452,020,000
1988	2,084,552,000	0	0	1,130,500,000	3,215,052,000
1989	2,014,882,000	0	0	1,140,000,000	3,154,882,000
1990	1,911,154,000	0	0	1,135,645,000	3,046,799,000
1991	1,869,683,000	0	0	1,400,000,000	3,269,683,000
1992	1,867,000,000	0	0	1,900,000,000	3,767,000,000
1993	940,400,000	0	0	2,859,150,000	3,799,550,000
1994	1,602,574,000	0	0	2,980,000,000	4,582,574,000
1995	1,738,803,000	0	0	2,874,904,000	4,613,707,000
1996	1,274,197,000	0	0	2,775,000,000	4,049,197,000
TOTAL	45,672,288,092	55,500,000	924,000,000	36,364,802,000	83,016,590,092

\* Transfer from FTA appropriations to "Interim Operating Assistance" account administered by the Office of the Secretary of Transportation to implement the Regional Rail Reorganization Act of 1973 pursuant to the Foreign Assistance and Related Programs Appropriations Act. 1974.



TABLE 1

## FY 1995 SUMMARY OF OBLIGATIONS FOR FTA PROGRAMS

FTA PROGRAM	CAPITAL						\$ GRAND TOTAL
	BUS	FIXED GUIDEWAY MOD	NEW SYSTEMS	TOTAL CAPITAL	PLANNING	OPERATING	
CAPITAL	549,340,815	797,557,997	1,261,593,136	2,608,491,948	0	0	2,608,491,948
URBANIZED AREA FORMULA	1,307,349,840	820,848,184	212,392,146	2,340,590,170	45,836,539	763,894,416	3,150,321,125
METROPOLITAN PLANNING STATE PLANNING AND RESEARCH	0	0	0	0	39,500,000	0	39,500,000
	0	0	0	0	8,250,000	0	8,250,000
ELDERLY AND PERSONS WITH DISABILITIES	57,699,221	0	0	57,699,221	0	0	57,699,221
NONURBANIZED AREA FORMULA	74,160,417	0	0	74,160,417	1,815,031	93,431,393	169,406,841
RTAP **	0	0	0	0	4,786,874	0	4,786,874
INTERSTATE SUBSTITUTE	170,000	148,731,585	4,749,485	153,651,070	0	0	153,651,070
WASHINGTON DC METRO RAIL	0	0	199,000,000	199,000,000	0	0	199,000,000
TOTAL	1,988,720,293	1,767,137,766	1,677,734,767	5,433,592,826	100,188,444	857,325,809	6,391,107,079

\* DOES NOT INCLUDE PROJECT MANAGEMENT OVERSIGHT (PMO) OBLIGATIONS.

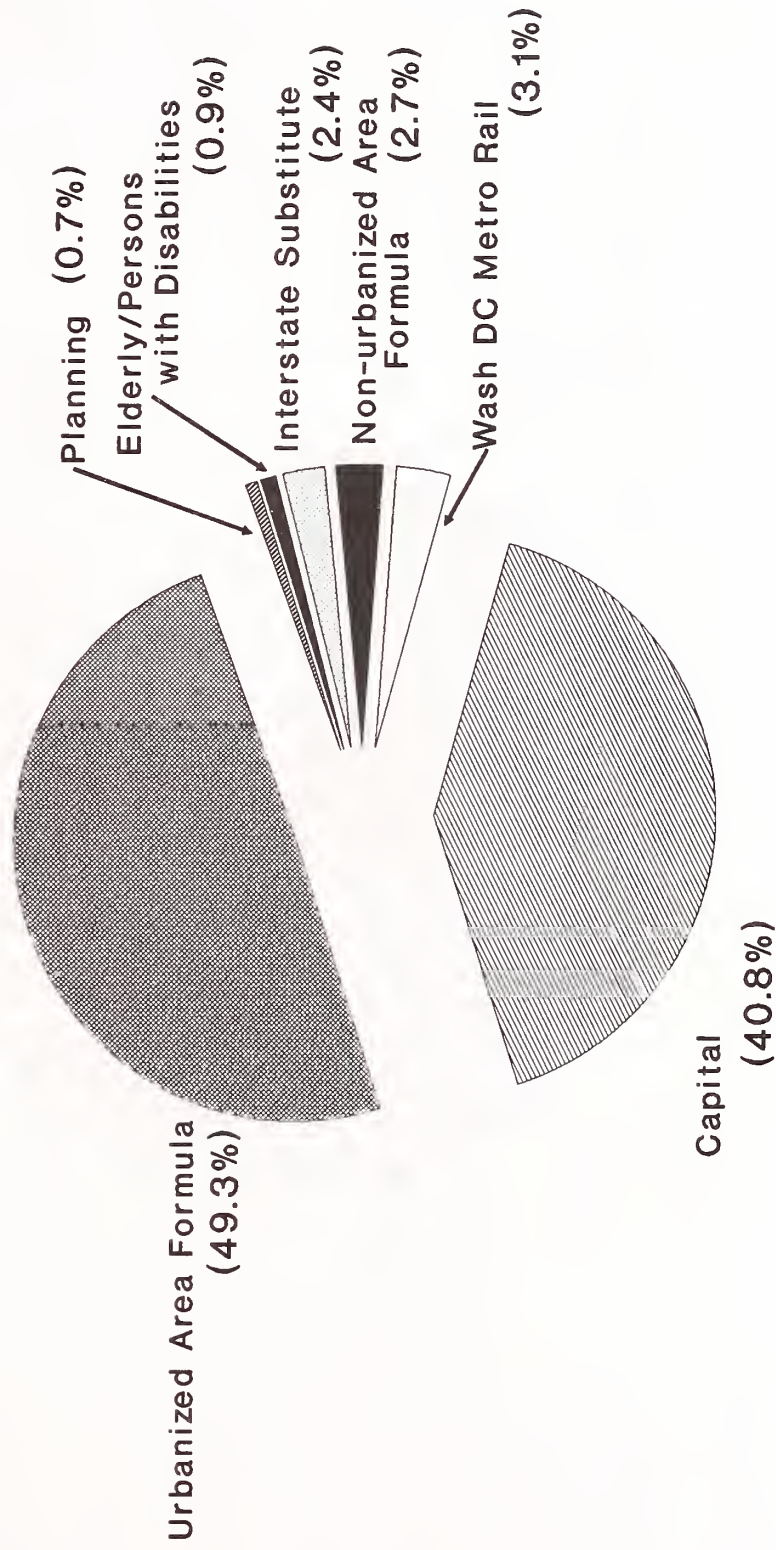
\*\* RTAP INCLUDES TRAINING, TECHNICAL ASSISTANCE, RESEARCH AND SUPPORT SERVICES.

NOTE: NONURBANIZED AREA FORMULA CAPITAL INCLUDES PROJECT ADMINISTRATION AND STATE ADMINISTRATION; OPERATING INCLUDES INTER CITY BUS PROGRAM RESERVE (\$8,138,324). PLANNING INCLUDES \$263,690 WHICH ARE ADDITIONAL PLANNING FUNDS FOR STATE ADMINISTRATION.



# FY 1995 OBLIGATION SUMMARY FOR ALL PROGRAMS

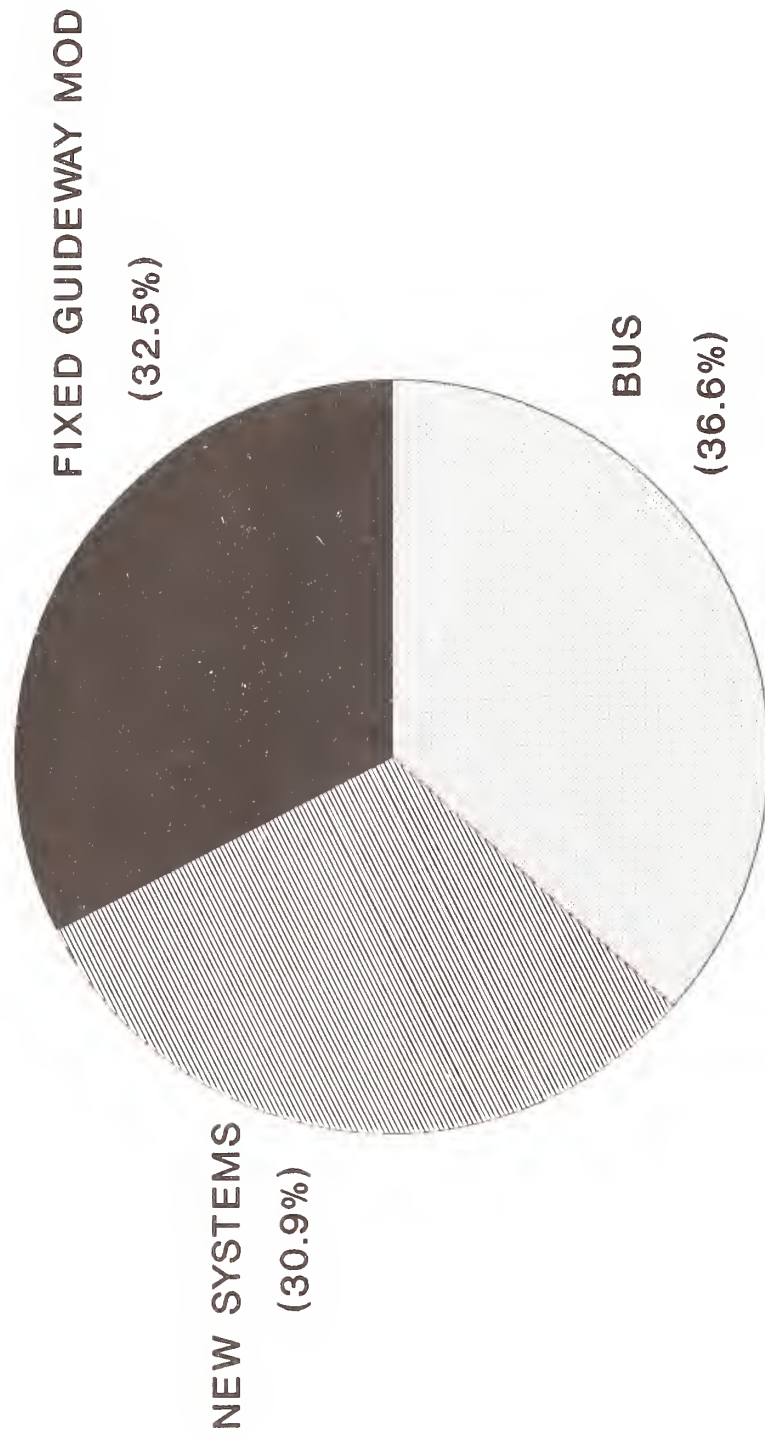
Figure 1



Non-urbanized Area Formula includes RTAP.

Figure 1A

FY 1995  
CAPITAL OBLIGATIONS FOR ALL GRANTS  
(BY CATEGORY)



PLANNING IS NOT INCLUDED

TABLE 1-1

FY 1995 OBLIGATIONS FOR CAPITAL, OPERATING AND PLANNING  
BY PROGRAM AND BY POPULATION GROUP

URBANIZED AREAS =====	BUS	FIXED GUIDEWAY MOD	NEW SYSTEMS	PLANNING	TOTAL CAPITAL AND PLANNING	OPERATING	\$ GRAND TOTAL
<b>OVER A MILLION POPULATION</b>							
CAPITAL	274,418,650	792,990,587	1,207,165,458	0	2,274,574,695	0	2,274,574,695
URBANIZED AREA FORMULA	942,229,417	812,012,533	210,988,958	27,527,957	1,992,758,865	490,242,667	2,483,001,532
INTERSTATE SUBSTITUTE	0	148,731,585	4,749,485	0	153,481,070	0	153,481,070
METROPOLITAN PLANNING	0	0	0	39,500,000	39,500,000	0	39,500,000
STATE PLANNING / RESEARCH	0	0	0	8,250,000	8,250,000	0	8,250,000
WASH DC METRO RAIL	0	0	199,000,000	0	199,000,000	0	199,000,000
SUB-TOTAL	1,216,648,067	1,753,734,705	1,621,903,901	75,277,957	4,667,564,630	490,242,667	5,157,807,297
<b>200,000 - 1 MILLION</b>							
CAPITAL	135,193,328	4,567,410	16,117,178	0	155,877,916	0	155,877,916
URBANIZED AREA FORMULA	256,880,132	8,787,651	1,403,188	11,706,522	278,777,493	145,099,938	423,877,431
INTERSTATE SUBSTITUTE	0	0	0	0	0	0	0
SUB-TOTAL	392,073,460	13,355,061	17,520,366	11,706,522	434,655,409	145,099,938	579,755,347
<b>50,000-200,000</b>							
CAPITAL	87,773,996	0	38,310,500	0	126,084,496	0	126,084,496
URBANIZED AREA FORMULA	108,240,291	48,000	0	6,602,060	114,890,351	128,551,811	243,442,162
INTERSTATE SUBSTITUTE	0	0	0	0	0	0	0
SUB-TOTAL	196,014,287	48,000	38,310,500	6,602,060	240,974,847	128,551,811	369,526,658
<b>RURAL AND UNDER 50,000</b>							
CAPITAL	51,954,841	0	0	0	51,954,841	0	51,954,841
NONURBANIZED AREA FORMULA	74,160,417	0	0	1,815,031	75,975,448	93,431,393	169,406,841
INTERSTATE SUBSTITUTE	170,000	0	0	0	170,000	0	170,000
RTAP	0	0	0	4,786,874	4,786,874	0	4,786,874
SUB-TOTAL	126,285,258	0	0	6,601,905	132,887,163	93,431,393	226,318,556
<b>ELDERLY AND PERSONS WITH DISABILITIES</b>	57,699,221	0	0	0	0	0	57,699,221
<b>GRAND TOTAL</b>	1,988,720,293	1,767,137,766	1,677,734,767	100,188,444	5,533,781,270	857,325,809	6,391,107,079

PLEASE NOTE THAT THE METROPOLITAN PLANNING OBLIGATIONS REPORTED IN THE OVER 1 MILLION POPULATION GROUP ALSO INCLUDES OBLIGATIONS FOR ALL AREAS UNDER 1 MILLION POPULATION.

NON-URBANIZED AREA FORMULA CAPITAL INCLUDES PROJECT AND STATE ADMINISTRATION; OPERATING INCLUDES INTERCITY PROGRAM RESERVE



TABLE 1-2

## FY 1995 SUMMARY OF CAPITAL OBLIGATIONS BY PROGRAM AND BY PURPOSE

SECTION	NO. OF BUSES	BUS AMOUNT	BUS OTHER	BUS MAINTENANCE	NEW RAIL CARS	RENOVATED RAIL CARS	FIXED GUIDEWAY MOD	NEW SYSTEMS	PLANNING	TOTAL \$
CAPITAL	1,532	217.9	253.5	77.9	116.4	71.6	797.6	1,261.6	0.0	2,608.5
URBANIZED AREA FORMULA	4,825	658.3	499.3	149.8	129.8	27.4	820.8	212.4	45.8	2,386.4
NONURBANIZED AREA FORMULA	819	74.2	0.0	0.0	0.0	0.0	0.0	0.0	6.6	80.8
ELDERLY AND PERSONS WITH DISABILITIES	1,783	57.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	57.7
METROPOLITAN PLANNING / STATE PLNGG AND RESEARCH	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	47.8	47.8
INTERSTATE SUBSTITUTE	0	0.0	0.0	0.2	0.0	0.0	148.7	4.7	0.0	153.6
WASHINGTON DC METRO	0	0.0	0.0	0.0	0.0	0.0	0.0	199.0	0.0	199.0
TOTAL	8,959	1,008.1	752.8	227.9	246.2	99.0	1,767.1	1,677.7	100.2	5,533.8

PLEASE NOTE THAT NONURBANIZED AREA FORMULA INCLUDES PROJECT AND STATE ADMINISTRATION AND THAT THE AMOUNTS SHOWN FOR NEW RAIL CARS AND RENOVATED RAIL CARS ARE INCLUDED IN THE FIXED GUIDEWAY MOD OBLIGATIONS AND MAY ALSO BE INCLUDED IN NEW SYSTEM OBLIGATIONS

### Washington, D.C. Metrorail Construction

Public Law 96-184, the National Capital Transportation Amendments Act of 1979, also known as the "Stark-Harris Act", provides authorization for up to \$1.7 billion of 80 percent Federal matching funds for the construction of the Washington Metrorail system.

Federal funds under this Act were first appropriated in fiscal year 1983. Through the end of FY 1994, the Congress has appropriated \$5.4 billion for Metrorail construction. The funds available under the Stark-Harris Act permitted completion of 89.5 miles of the Metrorail system as provided under the terms of a Full Funding Grant Agreement executed with the Washington Metropolitan Area Transit Authority (WMATA) in July of 1986. The balance of the \$1.7 billion Stark-Harris authorization was appropriated in fiscal year 1993.

Public Law 101-551, the Amendments of 1990, authorized an additional \$1.3 billion of 62.5 percent matching Federal funds to finance construction of the remaining 13.5 miles of the Metrorail system. Appropriations under this authorization totalling \$346.1 million were provided in fiscal years 1992, 1993, 1994 and 1995.

**Note: Congress has authorized: 1970 - \$1.1 billion direct appropriations; 1976 - \$2.2 billion Interstate Transfer; 1979 - \$1.7 billion Stark-Harris; and 1993 - \$1.3 billion Stark-Harris II authorization.**



TABLE 2  
CAPITAL, OPERATING AND PLANNING OBLIGATIONS FOR FY 1995  
URBANIZED AREAS OVER 1 MILLION POPULATION

(In regional order)	CAPITAL				URBANIZED AREA FORMULA OPERATING	TOTAL \$ OBLIGATED
	CAPITAL	URBANIZED * AREA FORMULA CAPITAL	INTERSTATE SUBSTITUTE	TOTAL CAPITAL		
BOSTON, MA	95,244,496	75,713,836	532,627	171,490,959	16,161,023	187,651,982
NEW YORK, NY	315,404,152	363,089,083	130,551,755	809,044,990	91,914,795	900,959,785
NORTHEASTERN, NJ	305,663,966	150,485,953	0	456,149,919	35,663,368	491,813,287
SW CONNECTICUT	33,475,000	0	0	33,475,000	0	33,475,000
BALTIMORE, MD	73,936,136	18,637,600	8,999,485	101,573,221	8,617,034	110,190,255
NORFOLK-VIRG BCH-NEWP NEWS, VA	0	4,369,876	0	4,369,876	3,731,003	8,100,879
PHILADELPHIA, PA-NJ	92,452,892	157,241,335	0	249,694,227	28,162,314	277,856,541
SO. NEW JERSEY	7,385,088	0	0	7,385,088	0	7,385,088
PITTSBURGH, PA	135,000,760	97,777,612	0	232,778,372	8,406,413	241,184,785
WASHINGTON DC-MD-VA (DC)	17,216,919	59,956,779	0	77,173,698	14,941,841	92,115,539
WASHINGTON DC-MD-VA (MD)	0	3,400,000	0	3,400,000	0	3,400,000
WASHINGTON DC-MD-VA (VA)	8,300,000	12,680,500	0	20,980,500	500,000	21,480,500
ATLANTA, GA	38,653,964	27,361,728	0	66,015,692	19,647,319	85,663,011
FT. LAUDERDALE-HOLLYW-POMP BE, FL.	9,925,000	7,606,886	0	17,531,886	8,976,013	26,507,899
MIAMI-HIALEAH, FL	27,086,427	26,076,362	0	53,162,789	7,419,989	60,582,778
SAN JUAN, PR	4,962,500	2,749,240	0	7,711,740	6,646,587	14,358,327
TAMPA-ST PETE-CLEARWATER, FL.	0	14,329,590	0	14,329,590	2,771,211	17,100,801
CHICAGO, IL	194,349,712	125,223,365	7,585,000	327,158,077	39,562,027	366,720,104
NORTHWESTERN IN	6,816,462	4,150,561	0	10,967,023	7,753,695	18,720,718
CINCINNATI, OH-KY	9,424,947	21,162,500	0	30,587,447	4,662,601	35,250,048
CLEVELAND, OH	16,237,228	33,986,862	1,432,899	51,656,989	8,496,119	60,153,108
DETROIT, MI	9,214,256	19,797,044	0	29,011,300	18,939,356	47,950,656
MILWAUKEE, WI	3,000,000	9,344,619	0	12,344,619	5,304,257	17,648,876
MINNEAPOLIS-ST. PAUL, MN	8,779,000	16,761,171	0	25,540,171	6,446,045	31,986,216
DALLAS-FT WORTH, TX	98,897,982	28,818,940	0	127,716,922	6,418,925	134,135,847
HOUSTON, TX	73,513,308	50,860,825	0	124,374,133	0	124,374,133
NEW ORLEANS, LA	14,986,818	11,446,124	0	26,432,942	5,500,000	31,932,942
SAN ANTONIO, TX	0	20,220,811	0	20,220,811	4,063,324	24,284,135
KANSAS CITY, KS-MO (MO)	466,520	8,377,367	0	8,843,887	3,811,030	12,654,917
ST. LOUIS, MO-IL	20,732,668	9,568,647	0	30,301,315	8,486,476	38,787,791
DENVER, CO	787,280	19,408,984	0	20,196,264	6,122,695	26,318,959
PHOENIX, AZ	7,733,276	36,150,627	0	43,883,903	8,869,540	52,753,443
LOS ANGELES-LONG BEACH, CA	400,016,445	294,565,935	0	694,582,380	57,596,586	752,178,966
RIVERSIDE-SAN BERNARDINO, CA	0	8,514,575	0	8,514,575	3,564,972	12,079,547
SACRAMENTO, CA	11,908,000	11,341,352	251,587	23,500,939	3,073,670	26,574,609
SAN DIEGO, CA	2,205,600	28,764,949	0	30,970,549	8,771,697	39,742,246
SAN FRANCISCO-OAKLAND, CA	104,736,446	122,733,595	0	227,470,041	23,104,895	250,574,936
VALLEJO	8,000,000	0	0	8,000,000	0	8,000,000
SAN JOSE, CA	2,384,500	39,816,134	0	42,200,634	1,203,194	43,403,828
PORTLAND-VANCOUVER, OR-WA (OR)	98,159,947	44,431,897	0	142,591,844	3,895,132	146,486,976
SEATTLE-EVERETT, WA	17,517,000	5,835,601	0	23,352,601	1,037,521	24,390,122
TOTAL	2,274,574,695	1,992,758,865	149,353,353	4,416,686,913	490,242,667	4,906,929,580

\* INCLUDES PLANNING

TABLE 3  
FY 1995 OBLIGATIONS FOR CAPITAL, OPERATING, AND PLANNING  
(WASHINGTON DC METRO RAIL CAPITAL FUNDS OF \$199 MILLION ARE NOT INCLUDED)

21-Feb-96

## BY STATE

STATE	CAPITAL				CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL			
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TABLE 3  
FY 1995 OBLIGATIONS FOR CAPITAL, OPERATING, AND PLANNING  
(WASHINGTON DC METRO RAIL CAPITAL FUNDS OF \$199 MILLION ARE NOT INCLUDED)

21-Feb-96

## BY STATE

BY STATE		CAPITAL				CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL		CAPITAL			
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21-Feb-96

TABLE 3  
FY 1995 OBLIGATIONS FOR CAPITAL, OPERATING, AND PLANNING  
(WASHINGTON DC METRO RAIL CAPITAL FUNDS OF \$199 MILLION ARE NOT INCLUDED)

## BY STATE

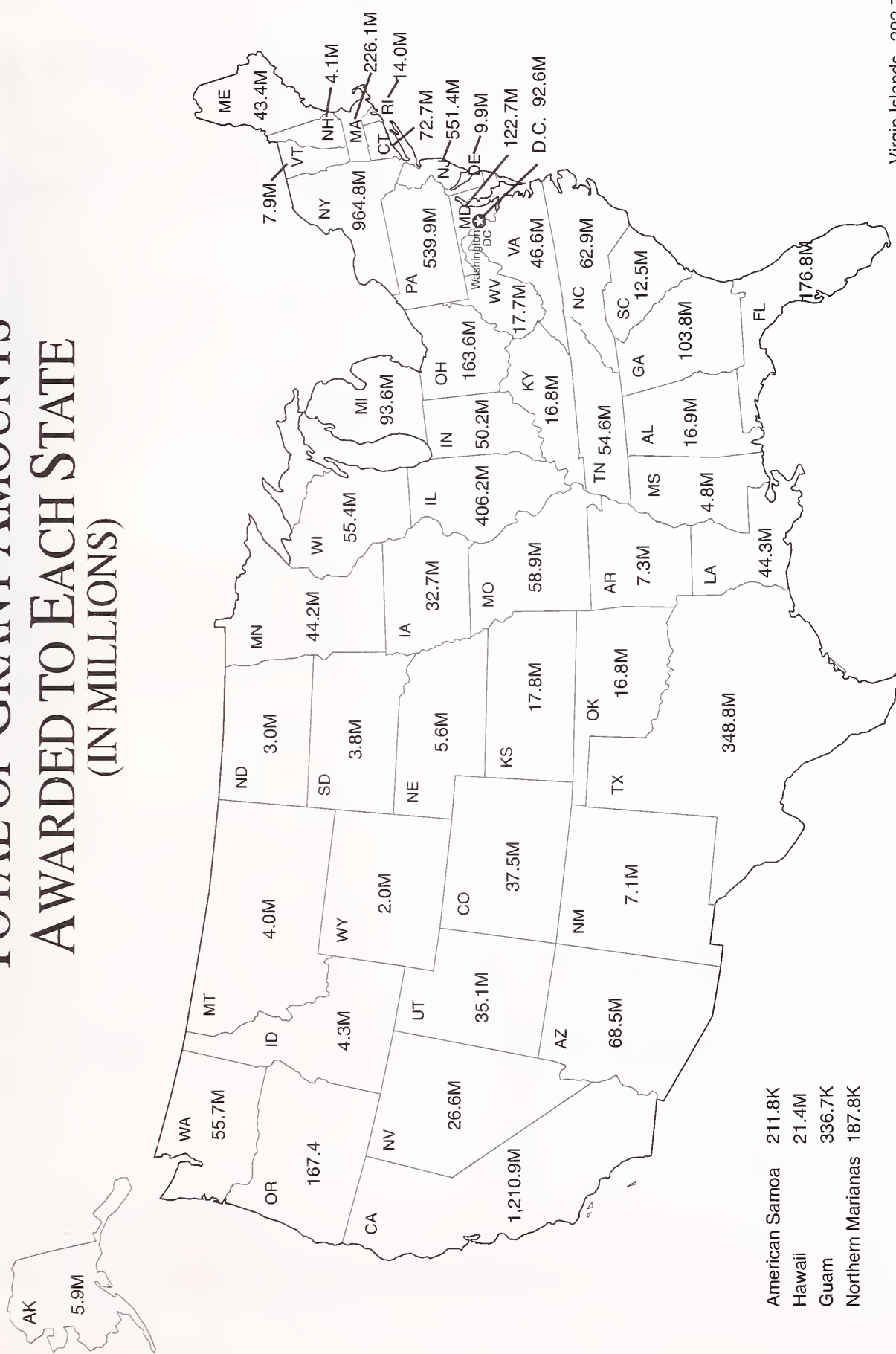
STATE	CAPITAL	CAPITAL			NONURBAN. FORMULA	INTERSTATE * SUBSTITUTE	TOTAL CAPITAL	METRO PLANNING/ STATE PL. & RESEARCH	URBAN. AREA FORMULA OPERATING	NON URBAN. FORMULA OPERATING	RTAP	TOTAL \$ OBLIGATED
		URBAN. AREA FORMULA	ELDER/PERS. WITH DISABIL.	436,464								
VERMONT	3,000,000	1,171,604		436,464	2,317,148	0	6,925,216	199,250	325,847	431,081	60,443	7,941,837
VIRGINIA	8,300,000	23,993,064		1,254,552	0	0	33,547,616	1,052,485	8,425,283	3,499,471	101,758	46,626,613
VIRGIN ISLANDS	0	0		133,796	22,006	0	155,802	0	0	124,699	12,235	292,736
WASHINGTON	26,031,304	21,426,515		929,522	1,708,049	0	50,095,390	853,538	3,993,373	672,384	86,266	55,700,951
WEST VIRGINIA	11,398,764	743,060		606,919	725,054	0	13,473,797	199,250	2,626,387	1,299,008	80,837	17,679,279
WISCONSIN	17,493,000	21,132,016		1,150,377	640,265	0	40,415,658	678,789	11,390,406	2,789,161	102,500	55,376,514
WYOMING	0	306,552		204,077	343,756	0	854,385	199,250	549,930	360,387	57,452	2,021,404
TOTAL	2,608,491,948	2,418,922,419		57,699,221	75,975,448	153,651,070	5,314,740,106	47,750,000	731,398,706	85,293,069	4,786,874	6,183,968,755

\* DOES NOT INCLUDE PROGRAM MANAGEMENT OVERSIGHT.

NOTE: NOT INCLUDED IN NON-URBANIZED AREA FORMULA OBLIGATIONS IS \$8,138,324 FOR INTERCITY BUS PROGRAM RESERVE.  
ALSO INCLUDED IN NON-URBANIZED AREA CAPITAL ARE PROJECT ADMINISTRATION, STATE ADMINISTRATION, AND PLANNING.



# TOTAL OF GRANT AMOUNTS AWARDED TO EACH STATE (IN MILLIONS)



American Samoa 211.8K  
Hawaii 21.4M  
Guam 336.7K  
Northern Marianas 187.8K

Virgin Islands 292.7K  
Puerto Rico 21.3M

Note: Washington, D.C. Metro Rail (\$199.0 M)  
not included



## CAPITAL PROGRAM (SECTION 5309)

The Section 5309 program provides funding for the establishment of new rail or busway projects (new systems), the improvement and maintenance of existing rail and other fixed guideway systems, and the upgrading of bus systems. The enactment of ISTEA in 1991 significantly changed the allocation method for fixed guideway modernization funds. Capital assistance grants made to states and local agencies are funded up to 80% of the net project costs, unless the grant recipient requests a lower Federal grant percentage. Section 5309 funds are provided solely from the Federal motor fuel tax, (one and one-half cents) deposited in the mass transit account of the Highway Trust Fund. In FY 1995, the Section 5309 obligations totaled \$2.6 billion, an increase of \$1.1 billion compared to FY 1994. The total number of vehicles budgeted in FY 1995 grew to 1,532 compared to 1,490 in FY 1994.

Three categories comprise the Section 5309 program: 1) Bus and Bus Related; 2) Fixed Guideway Modernization; and 3) New Systems. Under the provisions of the ISTEA legislation, 40% of the Section 3 funds are to be available for fixed guideway modernization; 40% for the construction of new fixed guideway systems or extensions to fixed guideway systems; and 20% for the replacement, rehabilitation, and the purchase of buses and related equipment and the construction of bus-related facilities. Additional information about the three categories is provided below:

### BUS AND BUS RELATED

This category includes acquisition of bus and rolling stock and ancillary equipment, and the construction of bus facilities (i.e., maintenance facilities, garages, storage areas, bus terminals and the like). In FY 1995, the bus allocation was \$350.7 million of which about 78% was earmarked by Congress for specific projects. At least 5.5% of Section 5309 funds must be used in non-urbanized areas. In FY 1995, the Section 5309 obligations for bus were \$549.3 million which tops FY 1994 obligations by \$230.6 million.

### FIXED GUIDEWAY MODERNIZATION

Fixed guideway modernization funding is allocated by a formula consisting of four tiers. Statutory percentages are established to allocate the first \$497.7 million (1st and 2nd tier) to 11 legislatively specified fixed guideway areas. The next \$70 million is allocated by the urbanized formula program fixed guideway tier factors, with 50% (\$35 million) going to the 11 urbanized areas and 50% (\$35 million) to all other urbanized areas with fixed guideways at least seven years old. Any remaining funds are allocated to all urbanized areas as a whole using the urbanized formula fixed guideway tier factors. Typically funded are infrastructure improvements such as track and right of way rehabilitation, station modernization, rolling stock renewal, safety-related improvements, signal and power modernization. In FY 1995, the Section 5309 obligations for fixed guideway modernization were \$797.6 million, down \$12.3 million from the previous fiscal year.

### NEW SYSTEMS

New systems funding is allocated on a discretionary basis and projects must compete for funding using specific criteria including alternative analysis to justify the level of investment involved when starting a new fixed guideway system. Funding for new systems projects is earmarked annually by Congress. In FY 1995, the obligations for Section 5309 new systems were \$1.3 billion, up \$843.1 million from FY 1994.

TABLE 4

**FY 1995  
CAPITAL OBLIGATIONS  
BY STATE AND BY CATEGORY**

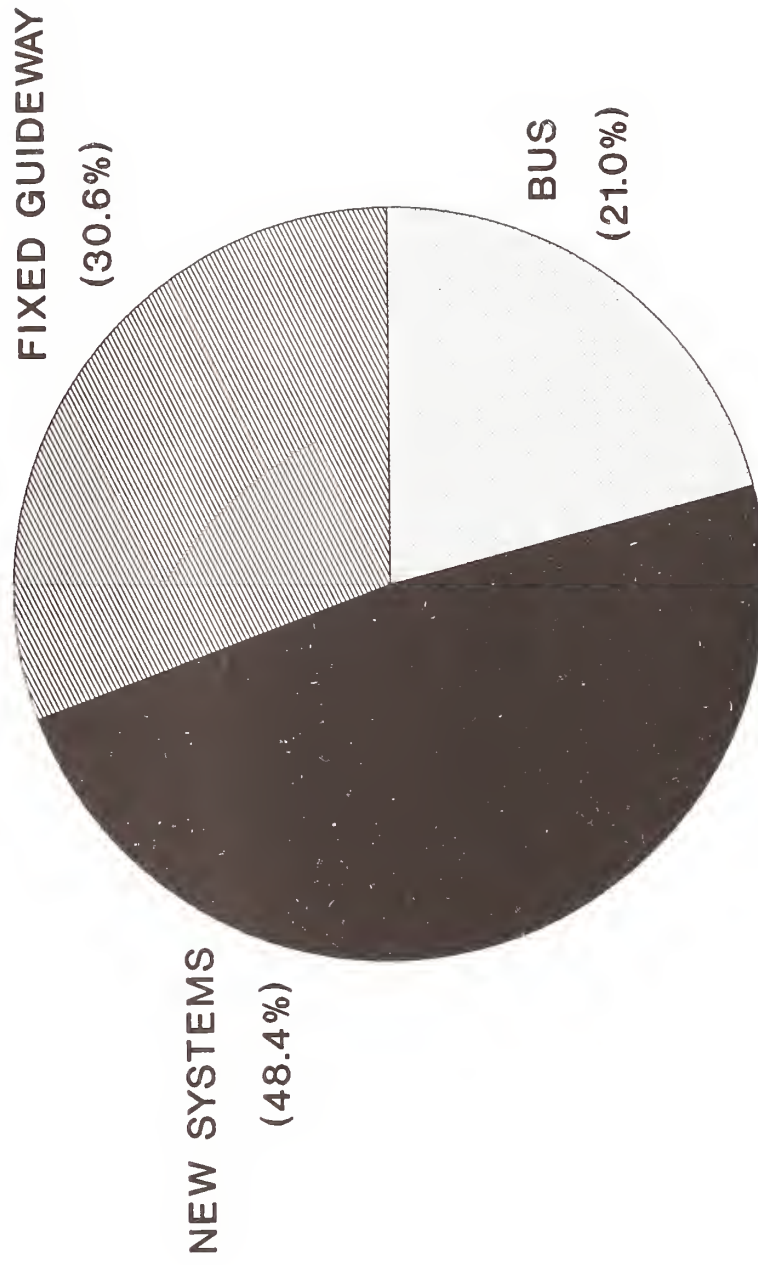
(in regional order)

STATE	BUS	FIXED GUIDEWAY MOD	NEW SYSTEMS	TOTAL \$
CONNECTICUT	0	33,475,000	0	33,475,000
MAINE	0	0	38,310,500	38,310,500
MASSACHUSETTS	4,540,000	52,194,076	44,836,748	101,570,824
RHODE ISLAND	3,312,000	432,852	0	3,744,852
VERMONT	3,000,000	0	0	3,000,000
NEW JERSEY	19,130,000	104,649,054	194,770,000	318,549,054
NEW YORK	12,740,000	251,478,916	54,837,500	319,056,416
DELAWARE	6,250,000	150,000	0	6,400,000
DISTRICT OF COL.	0	17,216,919	0	17,216,919
MARYLAND	11,959,998	16,608,388	48,457,748	77,026,134
PENNSYLVANIA	81,896,081	105,070,256	52,554,495	239,520,832
VIRGINIA	8,300,000	0	0	8,300,000
WEST VIRGINIA	11,398,764	0	0	11,398,764
FLORIDA	16,391,600	3,292,332	33,233,995	52,917,927
GEORGIA	19,859,185	7,749,163	11,045,616	38,653,964
KENTUCKY	2,400,000	0	0	2,400,000
MISSISSIPPI	781,000	0	0	781,000
PUERTO RICO	0	0	4,962,500	4,962,500
NORTH CAROLINA	30,000,000	0	0	30,000,000
SOUTH CAROLINA	50,000	0	0	50,000
TENNESSEE	26,450,868	0	496,248	26,947,116
ILLINOIS	20,576,000	94,798,410	91,491,302	206,865,712
INDIANA	5,506,355	6,816,462	0	12,322,817
MICHIGAN	19,505,000	0	0	19,505,000
MINNESOTA	6,000,000	0	2,779,000	8,779,000
OHIO	26,100,000	12,283,194	2,183,500	40,566,694
WISCONSIN	17,493,000	0	0	17,493,000
ARKANSAS	270,000	0	0	270,000
NEW MEXICO	1,555,429	0	0	1,555,429
LOUISIANA	8,280,000	2,943,618	3,763,200	14,986,818
OKLAHOMA	6,999,996	0	0	6,999,996
TEXAS	45,990,851	3,854,836	131,357,785	181,203,472
IOWA	21,123,694	0	0	21,123,694
KANSAS	10,862,000	0	0	10,862,000
MISSOURI	7,528,380	0	14,550,808	22,079,188
ARIZONA	11,280,000	1,233,276	0	12,513,276
COLORADO	0	787,280	0	787,280
NEVADA	10,500,000	0	0	10,500,000
SOUTH DAKOTA	1,200,000	0	0	1,200,000
UTAH	6,999,998	0	9,893,530	16,893,528
CALIFORNIA	35,592,312	71,812,018	424,803,661	532,207,991
HAWAII	240,000	0	0	240,000
OREGON	11,064,000	894,947	97,265,000	109,223,947
WASHINGTON	16,214,304	9,817,000	0	26,031,304
<b>TOTAL</b>	<b>549,340,815</b>	<b>797,557,997</b>	<b>1,261,593,136</b>	<b>2,608,491,948</b>

NOTE: DOES NOT INCLUDE PROJECT MANAGEMENT OVERSIGHT (PMO) OBLIGATIONS.

FY 1995  
CAPITAL PROGRAM OBLIGATIONS  
(BY CATEGORY)

Figure 4



**FY 1995 OBLIGATIONS FOR CAPITAL  
BY ACTIVITY AND BY POPULATION GROUP**

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TABLE 5  
CAPITAL OBLIGATIONS FOR BUS AND BUS RELATED EXPENDITURES  
BY URBANIZED AND RURAL AREA  
(IN REGIONAL ORDER)

OVER A MILLION POPULATION		FY 1995/ \$ AMOUNT
mmmmmmmmmmmmmmmmmmmmmmmm		mmmmmmmmmm
NEW YORK, NY		9,540,000
NORTHEASTERN, NJ		13,630,000
WASHINGTON DC. (VA)		8,300,000
BALTIMORE, MD		8,870,000
PHILADELPHIA, PA		16,500,000
PITTSBURGH, PA		53,328,901
MIAMI, FL		5,220,000
ATLANTA, GA		19,859,185
CHICAGO, IL		8,060,000
DETROIT, MI		9,214,256
MINNEAPOLIS, MN		6,000,000
CINCINNATI, OH		8,233,947
CLEVELAND, OH		5,700,000
MILWAUKEE, WI		3,000,000
DALLAS, TX		32,653,069
FORT WORTH, TX		4,545,600
NEW ORLEANS, LA		8,280,000
ST. LOUIS, MO		6,028,380
E. ST. LOUIS, MO		620,000
PHOENIX, AZ		6,500,000
SACRAMENTO, CA		10,700,000
SAN JOSE, CA		2,384,500
SAN FRANCISCO, CA		3,550,812
LOS ANGELES, CA		15,000,000
LONG BEACH, CA		1,000,000
SEATTLE, WA		7,700,000
	TOTAL	274,418,650
200,000 - 1 MILLION POPULATION		FY 1995 \$
mmmmmmmmmmmmmmmmmmmmmmmm mmmmm		
WORCESTER, MA		3,000,000
PROVIDENCE, RI		3,312,000
ALBANY, NY		1,000,000
SYRACUSE, NY		700,000
WILMINGTON, DE		6,000,000
ORLANDO, FL		6,171,600
W. PALM BEACH, FL		5,000,000
LOUISVILLE, KY		2,400,000
DURHAM, NC		640,000
RALEIGH, NC		2,114,248
RALEIGH-DURHAM- CHAPEL HILL, NC		5,600,000
CHATTANOOGA, TN		2,420,000
MEMPHIS, TN		16,970,868
KNOXVILLE, TN		3,180,000
NASHVILLE, TN		553,600
FLINT, MI		1,250,000
GRAND RAPIDS, MI		1,376,871
LANSING, MI		4,000,000
PEORIA, IL		92,000
ROCKFORD, IL		1,584,000
SOUTH BEND, IN		3,096,572

Continued on next page



200,000 to 1 Million ( continued from previous page)

FY 1995 \$

CANTON, OH	694,222
COLUMBUS, OH	3,400,000
DAYTON, OH	2,400,000
MADISON, WI	2,493,000
LITTLE ROCK, AR	270,000
CORPUS CHRISTI, TX	5,714,044
EL PASO, TX	1,942,098
OKLAHOMA CITY, OK	2,624,999
TULSA, OK	2,625,000
DES MOINES, IA	14,688,208
WICHITA, KA	2,600,000
LAS VEGAS, NV	10,500,000
SALT LAKE CITY, UT	6,999,998
TUCSON, AZ	4,780,000
TAKOMA, WA	3,000,000
	<b>SUB-TOTAL</b>
	135,193,328

## 50,000 - 200,000 POPULATION

FITCHBURG, MA	1,000,000
GREENFIELD-MONTAGUE, MA	540,000
VINELAND, NJ	1,000,000
ATLANTIC CITY, NJ	4,000,000
ANNAPOLIS, MD	217,600
ALTOONA, PA	3,300,000
ERIE, PA	4,067,180
WILLIAMSPORT, PA	2,500,000
READING, PA	1,700,000
HUNTINGTON, WV	3,400,000
WHEELING, WV	8,912,364
FREDERICK, MD	739,998
ASHEVILLE, NC	88,000
GREENSBORO, NC	1,899,560
GREENVILLE, NC	206,560
HICKORY, NC	240,528
HIGH POINT, NC	237,040
ROCKY MT., NC	75,200
WILMINGTON, NC	224,000
WINSTON-SALEM, NC	12,992,140
SUMTER, SC	50,000
BRISTOL, TN	60,800
CLARKSVILLE, TN	486,400
JACKSON, TN	724,000
JOHNSON CITY, TN	279,200
KINGSPORT, TN	336,000
CHAMPAIGN-URBANA, ILL	2,640,000
SPRINGFIELD, IL	320,000
BLOOMINGTON, IN	2,409,783
BATTLE CREEK, MI	180,000
BAY CITY, MI	160,000
BENTON HARBOR, MI	70,016
KALAMAZOO, MI	540,000
NILES, MI	36,928
PORT HURON, MI	381,260
HAMILTON, OH	270,000
SPRINGFIELD, OH	890,720
APPLETON, WI	38,400
BELOIT, WI	32,000
EAU CLAIRE, WI	1,594,528

Continued on next page

50,000 - 200,000 population (Continued from previous page)	\$ AMOUNT
mmmmmmmmmmmmmmmmmmmmmmmmmmmm	mmmmmmmmmmmmmmmm
JANESVILLE, WI	138,400
KENOSHA, WI	1,505,765
RACINE, WI	51,080
SHEBOYGAN, WI	847,645
WAUSAU, WI	512,182
RIO RANCHO, NM	325,429
SANTA FE, NM	1,010,000
BRAZOS, TX	1,136,040
DAVENPORT, IA	146,080
CEDAR RAPIDS, IA	1,100,674
DUBUQUE, IA	189,836
IOWA CITY, IA	1,073,011
SIOUX CITY, IA	320,414
WATERLOO, IA	1,200,635
TOPEKA, KA	7,232,000
ST. JOSEPH, MO	793,600
SIOUX FALLS, SD	1,200,000
NAPA, CA	117,000
SANTA BARBARA, CA	1,000,000
SANTA CRUZ, CA	184,000
EUGENE, OR	8,850,000
	SUB-TOTAL 87,773,996
RURAL AREAS - UNDER 50,000 POPULATION	
SO. AMBOY, NJ	500,000
WESTCHESTER, CO., NY	1,500,000
RUTLAND, VT	3,000,000
NEWCASTLE CO., DE	250,000
BEAVER CO. PA	500,000
OCEAN CITY, MD	644,080
MARYLAND STATE	1,488,320
MISSISSIPPI STATE	781,000
CHAPEL HILL, NC	5,257,660
GASTON, NC	274,060
NORTH CAROLINA STATE	151,004
PIGEON FORGE, TN	560,000
GATLINBURG, TN	880,000
MADISON CO., IL	7,260,000
MICHIGAN STATE	2,295,669
LAKE CO., OH	2,000,000
OHIO STATE	1,597,511
WISCONSIN STATE	7,280,000
LAS VEGAS, NM	220,000
OKLAHOMA STATE	1,749,997
IOWA STATE	2,404,836
JOHNSON CO., KA	1,030,000
MISSOURI STATE	706,400
LAKE TAHOE, CA	156,000
YOLO CO., CA	1,500,000
KAUAI, HI	240,000
CLACKAMUS CO., OR	1,600,000
CORVALLIS, OR	397,200
KLAMATH, OR	216,800
CHELAN-DOUGLAS, WA	3,914,304
CLALLAM, WA	1,600,000
	SUB-TOTAL 51,954,841
GRAND TOTAL	549,340,815

TABLE 5-1

**CAPITAL FUNDS OBLIGATED IN FY 1995 FOR FIXED GUIDEWAY MODERNIZATION AND NEW SYSTEMS  
AREAS UNDER 1 MILLION POPULATION**

(In Regional Order)

<b>URBANIZED AREA</b>	<b>FIXED GUIDEWAY MOD</b>	<b>NEW SYSTEMS</b>	<b>TOTAL \$</b>
LAWRENCE-HAVERHILL, MA	1,786,328	0	1,786,328
PORTLAND, ME- BOSTON	0	38,310,500	38,310,500
PROVIDENCE, RI	432,852	0	432,852
BUFFALO, NY	452,264	0	452,264
WILMINGTON, DE	150,000	0	150,000
ORLANDO, FL	0	4,734,900	4,734,900
MEMPHIS, TN	0	496,248	496,248
AKRON, OH	0	992,500	992,500
DAYTON, OH	1,745,966	0	1,745,966
SALT LAKE CITY, UT	0	9,893,530	9,893,530
<b>TOTAL \$</b>	<b>4,567,410</b>	<b>54,427,678</b>	<b>58,995,088</b>

TABLE 6  
FY 1995 CAPITAL OBLIGATIONS BY BUS CATEGORY AND POPULATION GROUP

URBANIZED OR RURAL AREA	NO. OF STANDARD BUSES	\$ AMOUNT	NO. OF MEDIUM BUSES	\$ AMOUNT	NO. OF SMALL BUSES	\$ AMOUNT	NO. OF VANS	\$ AMOUNT	BUS OTHER	MAINTENANCE FACILITY	TOTAL \$ AMOUNT	TOTAL NO. OF BUSES
OVER 1 MILLION POP.	NO. OF STANDARD BUSES	%	NO. OF MEDIUM BUSES	%	NO. OF SMALL BUSES	%	NO. OF VANS	%	%	%	%	%
NEW YORK, NY	14	3,047,280	0	47	2,699,440	0	0	0	2,240,000	1,553,280	9,540,000	61
NORTHEASTERN, NJ	53	13,000,000	0	14	630,000	0	0	0	0	0	13,630,000	67
BALTIMORE, MD	27	5,969,966	0	0	0	0	0	0	1,814,906	1,085,128	8,870,000	27
PHILADELPHIA, PA	48	6,000,000	0	0	0	0	0	0	3,000,000	7,500,000	16,500,000	48
PITTSBURGH, PA	0	0	0	0	0	0	0	0	53,328,901	0	53,328,901	0
WASHINGTON, DC-VA	0	0	0	0	0	0	0	0	8,300,000	0	8,300,000	0
ATLANTA, GA	20	4,000,000	0	0	0	0	0	0	15,859,185	0	19,859,185	20
MIAMI, FL	7	2,000,000	0	0	0	0	0	0	3,220,000	0	5,220,000	7
CHICAGO, IL	0	0	0	0	0	0	0	0	2,800,000	5,260,000	8,060,000	0
CINCINNATI, OH	41	7,833,947	0	0	0	0	0	0	0	400,000	8,233,947	41
CLEVELAND, OH	0	0	0	0	0	0	0	0	4,200,000	1,500,000	5,700,000	0
DETROIT, MI	16	3,010,986	0	25	1,203,270	0	0	0	5,000,000	0	9,214,256	41
MILWAUKEE, WI	20	3,000,000	0	0	0	0	0	0	0	0	3,000,000	20
MINNEAPOLIS, MN	22	6,000,000	0	0	0	0	0	0	0	0	6,000,000	22
DALLAS, TX	0	0	0	0	0	0	0	0	10,596,253	22,056,816	32,653,069	0
FORT WORTH, TX	0	0	0	0	0	0	0	0	4,545,600	0	4,545,600	0
NEW ORLEANS, LA	46	8,280,000	0	0	0	0	0	0	0	0	8,280,000	46
ST. LOUIS, MO	13	3,205,889	0	0	0	0	0	0	1,214,800	1,607,691	6,028,380	13
E. ST. LOUIS, MO	0	0	0	0	0	0	0	0	0	620,000	620,000	0
PHOENIX, AZ	31	6,500,000	0	0	0	0	0	0	0	0	6,500,000	31
LOS ANGELES, CA	0	0	0	0	0	0	0	0	15,000,000	0	15,000,000	0
LONG BEACH, CA	5	1,000,000	0	0	0	0	0	0	0	0	1,000,000	5
SACRAMENTO, CA	40	10,700,000	0	0	0	0	0	0	0	0	10,700,000	40
SAN FRANCISCO, CA	8	1,787,212	0	0	0	3	0	133,500	1,630,100	0	3,550,812	11
SAN JOSE, CA	0	0	0	0	0	25	0	1,334,500	1,050,000	0	2,384,500	25
SEATTLE, WA	34	7,700,000	0	0	0	0	0	0	0	0	7,700,000	34
SUB-TOTAL	445	93,035,280	0	86	4,532,710	28	1,468,000	133,799,745	41,582,915	274,418,650	559	
200,000 - 1 MILLION POP.	0	0	0	0	0	0	0	0	0	0	0	0
WORCESTER, MA	0	0	0	0	0	0	0	0	0	3,000,000	3,000,000	0
PROVIDENCE, RI	0	0	0	0	0	0	0	0	0	3,312,000	3,312,000	0
ALBANY, NY	5	1,000,000	0	0	0	0	0	0	0	0	1,000,000	5
SYRACUSE, NY	0	0	0	0	0	0	0	0	0	700,000	700,000	0
WILMINGTON, DE	30	6,000,000	0	0	0	0	0	0	0	0	6,000,000	30
ORLANDO, FL	0	500,000	0	0	0	0	0	0	5,671,600	0	6,171,600	0
V. PALM BEACH, FL	6	1,128,000	0	18	2,880,000	0	0	0	992,000	0	5,000,000	24
LOUISVILLE, KY	0	0	0	0	0	0	0	0	2,400,000	0	2,400,000	0
DURHAM, NC	4	640,000	0	0	0	0	0	0	0	0	640,000	4
RALEIGH, NC	14	2,114,248	0	0	0	0	0	0	0	0	2,114,248	14
RALEIGH-DURH-CHAP H	20	5,040,000	0	0	0	0	0	0	0	560,000	5,600,000	20
CHATTANOOGA, TN	13	2,420,000	0	0	0	0	0	0	0	0	2,420,000	13
MEMPHIS, TN	14	2,520,000	0	0	0	0	0	0	14,250,868	200,000	16,970,868	14
KNOXVILLE, TN	17	3,130,000	0	0	0	0	0	0	0	0	3,130,000	17
NASHVILLE, TN	0	0	0	11	553,600	0	0	0	0	0	553,600	11
FLINT, MI	6	1,080,000	0	0	0	0	0	0	170,000	0	1,250,000	6
GRAND RAPIDS, MI	7	1,376,871	0	0	0	0	0	0	0	0	1,376,871	7
LANSING, MI	0	0	0	0	0	0	0	0	4,000,000	0	4,000,000	0
PEORIA, IL	0	0	0	0	0	0	2	92,000	0	0	92,000	2
ROCKFORD, IL	9	1,584,000	0	0	0	0	0	0	0	0	1,584,000	9
SOUTH BEND, IN	0	0	0	1	120,000	0	0	0	2,976,572	0	3,096,572	1

Continued on next page

Continued on next page

200,000 - 1 MILLION POP	NO. OF STANDARD BUSES	\$ AMOUNT	NO. OF MEDIUM BUSES	\$ AMOUNT	NO. OF SMALL BUSES	\$ AMOUNT	NO. OF VANS	\$ AMOUNT	BUS OTHER	MAINTENANCE FACILITY	TOTAL AMOUNT \$	TOTAL NO. OF BUSES
CANTON, OH	0	0	4	694,222	0	0	0	0	0	0	694,222	4
COLUMBUS, OH	16	3,000,000	0	0	0	0	0	0	400,000	0	3,400,000	16
DAYTON, OH	0	0	0	0	0	0	0	0	2,400,000	0	2,400,000	0
MADISON, WI	0	0	0	0	0	0	0	0	2,493,000	0	2,493,000	0
LITTLE ROCK, AR	0	0	0	0	0	0	0	0	270,000	0	270,000	0
CORPUS CHRISTI, TX	0	0	0	0	0	0	0	0	4,214,044	1,500,000	5,714,044	0
EL PASO, TX	8	1,726,400	0	0	0	62,250	1	153,448	199,988	0	1,942,098	9
OKLAHOMA CITY, OK	10	2,276,524	0	0	0	148,487	3	160,000	0	0	2,624,999	13
TULSA, OK	0	0	16	2,465,000	0	0	4	564,514	0	0	2,625,000	20
DES MOINES, IA	6	912,000	0	0	0	0	17	13,211,694	0	0	14,688,208	23
WICHITA, KA	0	0	0	0	0	0	0	0	0	2,600,000	2,600,000	0
LAS VEGAS, NV	6	1,554,000	0	0	0	0	0	0	0	8,946,000	10,500,000	6
SALT LAKE CITY, UT	5	3,000,000	0	0	0	0	0	0	3,999,998	0	6,999,998	5
TUCSON, AZ	7	1,890,000	0	0	0	0	0	0	1,000,000	1,890,000	4,780,000	7
TACOMA, WA	0	0	0	0	0	0	0	0	3,000,000	0	3,000,000	0
SUB-TOTAL	203	42,942,043	20	3,159,222	30	3,553,600	27	1,027,251	61,803,212	22,708,000	135,193,328	280
50,000-200,000 POP.												
=====												
FITCHBURG, MA	0	0	0	0	0	0	0	0	1,000,000	0	1,000,000	0
GREENF-MONTAG, MA	3	540,000	0	0	0	0	0	0	0	0	540,000	3
VINELAND, NJ	0	0	0	0	0	0	0	0	1,000,000	0	1,000,000	0
ATLANTIC CITY, NJ	0	0	0	0	0	0	0	0	4,000,000	0	4,000,000	0
ANNAPOLIS, MD	0	0	0	0	2	217,600	0	0	0	0	217,600	2
ALTOONA, PA	0	0	0	0	0	0	0	0	3,300,000	0	3,300,000	0
ERIE, PA	5	1,200,000	0	0	10	1,400,000	0	0	1,027,180	440,000	4,067,180	15
WILLIAMSPORT, MD	7	1,320,000	0	0	0	0	0	0	1,180,000	0	2,500,000	7
READING, PA *	0	0	0	0	0	0	0	0	1,700,000	0	1,700,000	0
HUNTINGTON, WV	2	328,000	14	2,206,400	0	0	6	192,000	524,800	148,800	3,400,000	22
WHEELING, WV	3	561,600	2	352,000	0	0	0	0	7,998,764	0	8,912,364	5
FREDERICK, MD	0	0	0	0	0	0	0	0	0	739,998	739,998	0
ASHEVILLE, NC	0	0	0	0	0	0	0	0	40,000	48,000	88,000	0
GREENSBORO, NC	0	0	0	0	1	43,560	10	256,000	0	1,600,000	1,899,560	11
GREENVILLE, NC	0	0	1	185,600	0	0	0	0	20,960	0	206,560	1
HICKORY, NC	0	0	0	0	4	168,960	2	56,000	15,568	0	240,528	6
HIGH POINT, NC	0	0	0	0	0	0	6	153,600	36,240	47,200	237,040	6
ROCKY MT. NC.	0	0	0	0	0	0	0	0	75,200	0	75,200	0
WILMINGTON, NC	0	0	0	0	0	0	0	0	0	224,000	224,000	0
WINSTON-SALEM, NC	20	4,277,740	0	0	0	152,256	28	466,480	7,087,264	1,008,400	12,992,140	51
SUMTER, SC	0	0	0	0	0	0	0	0	50,000	0	50,000	0
BRISTOL, TN	0	0	0	0	0	0	2	48,000	0	12,800	60,800	2
CLARKSVILLE, TN	0	0	2	320,000	0	0	0	0	110,400	56,000	486,400	2
JACKSON, TN	0	0	4	624,000	1	68,000	0	0	0	32,000	724,000	5
JOHNSON CITY, TN	0	0	0	0	1	52,000	2	40,000	52,800	134,400	279,200	3
KINGSPORT, TN	0	0	0	0	0	0	0	0	336,000	0	336,000	0
CHAMPAIGN-URBA, IL	15	2,640,000	0	0	0	0	0	0	0	0	2,640,000	15
SPRINGFIELD, IL	0	0	0	0	0	0	0	0	320,000	0	320,000	0
BLOOMINGTON, IN	0	0	0	0	0	0	0	0	0	2,409,783	2,409,783	0
BATTLE CREEK, MI	1	180,000	0	160,000	0	0	0	0	0	0	180,000	1
BAY CITY, MI	0	0	1	0	0	0	0	0	0	0	160,000	1
BENTON HARBOR, MI	0	0	0	0	0	0	2	70,016	0	0	70,016	2
KALAMAZOO, MI	3	540,000	0	0	0	0	0	0	0	0	540,000	3
NILES, MI	0	0	0	0	0	36,928	0	0	0	0	36,928	1
PORT HURON, MI	0	0	0	0	1	46,260	0	0	335,000	0	381,260	1

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	NO. OF STANDARD BUSES	\$ AMOUNT	NO. OF MEDIUM BUSES	\$ AMOUNT	NO. OF SMALL BUSES	\$ AMOUNT	NO. OF VANS	\$ AMOUNT	BUS OTHER	MAINTENANCE FACILITY	TOTAL \$ AMOUNT	TOTAL NO. OF BUSES
HAMILTON, OH	0	0	0	0	3	270,000	0	0	0	0	270,000	3
SPRINGFIELD, OH	0	0	0	830,579	0	0	2	60,141	0	0	890,720	7
APPLETON, WI	0	0	5	0	0	0	0	0	38,400	0	38,400	0
BELOIT, WI	0	0	0	0	0	0	1	32,000	0	0	32,000	1
EAU CLAIRE, WI	8	1,408,000	0	0	0	0	0	0	186,528	0	1,594,528	8
JANESVILLE, WI	0	0	0	0	0	0	0	0	106,000	32,400	138,400	0
KENOSHA, WI	3	627,600	0	0	0	0	0	0	850,165	28,000	1,505,765	3
RACINE, WI	0	0	0	0	0	0	0	0	22,280	28,800	51,080	4
SHEBOYGAN, WI	0	0	0	0	4	720,000	0	0	98,445	29,200	847,645	4
WAUSAU, WI	2	407,680	0	0	0	0	0	0	56,995	47,507	512,182	2
RIO RANCHO, NM	0	0	0	0	0	0	5	197,125	0	128,304	325,429	5
SANTA FE, NM	0	0	0	0	3	620,000	0	0	330,000	60,000	1,010,000	3
BRAZOS, TX	0	0	0	0	0	0	0	0	1,136,040	0	1,136,040	0
DAVENPORT, IA	0	0	0	0	0	0	5	146,080	0	0	146,080	5
CEDAR RAPIDS, IA	2	320,000	0	0	0	0	7	200,034	562,240	18,400	1,100,674	9
DUBUQUE, IA	0	0	0	0	0	0	0	189,836	0	0	189,836	7
IOWA CITY, IA	5	933,750	0	0	1	60,301	0	0	26,960	52,000	1,073,011	6
SIoux CITY, IA	1	186,750	0	0	0	0	2	35,200	2,464	96,000	320,414	3
WATERLOO, IA	0	0	3	424,545	0	0	3	108,090	500,000	168,000	1,200,635	6
TOPEKA, KA	30	6,116,800	0	0	0	0	0	0	0	1,115,200	7,232,000	30
ST. JOSEPH, MO	0	0	8	793,600	0	0	0	0	0	0	793,600	8
SIoux FALLS, SD	0	0	6	1,200,000	0	0	0	0	0	0	1,200,000	6
NAPA, CA	0	0	0	0	0	0	0	0	117,000	0	117,000	0
SANTA BARBARA, CA	0	0	5	1,000,000	0	0	0	0	0	0	1,000,000	5
SANTA CRUZ, CA	0	0	0	0	0	0	0	0	184,000	0	184,000	0
EUGENE, OR	0	0	0	0	0	0	0	0	8,850,000	0	8,850,000	0
SUB TOTAL	110	21,587,920	51	8,096,724	35	3,855,865	90	2,250,602	43,277,693	8,705,192	87,773,996	286
UNDER 50,000 POP. AND RURAL AREAS												
SO. AMBOY, NJ	0	0	0	0	0	0	0	0	500,000	0	500,000	0
WESTCHESTER CO., NY	6	1,500,000	0	0	0	0	0	0	0	0	1,500,000	6
RUTLAND, VT	0	0	0	0	0	0	0	0	3,000,000	0	3,000,000	0
NEWCASTLE CO., DE	0	0	0	0	0	0	0	0	250,000	0	250,000	0
OCEAN CITY, MD	2	399,200	0	0	0	0	0	0	206,480	38,400	644,080	2
BEAVER CO., PA	0	0	0	0	0	0	0	0	0	500,000	500,000	0
MARYLAND STATE	0	0	2	360,000	22	437,210	22	598,550	29,960	62,600	1,488,320	46
MISSISSIPPI STATE	0	0	0	0	0	0	0	0	781,000	0	781,000	0
CHAPL HILL, NC	26	4,948,800	0	0	2	72,120	10	201,940	117,660	68,000	5,257,660	31
GASTON, NC	0	0	0	0	0	0	5	123,200	0	0	274,060	12
NO. CAROLINA STATE	0	0	0	0	0	0	0	0	0	151,004	151,004	0
PIGEON FORGE, TN	0	0	2	320,000	0	0	0	0	0	240,000	560,000	2
GATLINBURG, TN	0	0	3	480,000	0	0	0	0	400,000	0	880,000	3
MADISON, CO., IL	33	5,628,000	0	0	0	0	0	0	1,632,000	0	7,260,000	33
MICHIGAN STATE	0	0	0	0	37	1,802,376	0	0	0	493,293	2,295,669	37
LAKE CO., OH	14	2,000,000	0	0	0	0	0	0	0	0	2,000,000	14
OHIO STATE	0	0	0	0	0	0	3	97,511	1,500,000	0	1,597,511	3

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UNDER 50,000 POP AND RURAL AREAS	NO. OF STANDARD BUSES	\$ AMOUNT	NO. OF MEDIUM BUSES	\$ AMOUNT	NO. OF SMALL BUSES	\$ AMOUNT	NO. OF VANS	\$ AMOUNT	BUS OTHER FACILITY	MAINTENANCE	TOTAL \$ AMOUNT	TOTAL NO. OF BUSES
WISCONSIN STATE	60	7,280,000	0	0	0	0	0	0	0	0	7,280,000	60
LAS VEGAS, NM	0	0	0	0	0	0	0	0	220,000	0	220,000	0
OKLAHOMA STATE	0	0	0	0	28	943,665	43	806,332	0	0	1,749,997	71
IOWA STATE	3	531,200	1	139,150	3	306,538	40	1,172,485	248,263	7,200	2,404,836	47
JOHNSON CO., KA	0	0	0	0	7	619,360	14	320,640	47,200	42,800	1,030,000	21
MISSOURI STATE	0	0	3	360,000	0	0	12	346,400	0	0	706,400	15
LAKE TAHOE, CA	0	0	0	0	0	0	0	0	156,000	0	156,000	0
YOLO CO., CA	0	0	0	0	0	0	0	0	0	1,500,000	1,500,000	0
KAUAI, HI	0	0	0	0	1	56,000	0	0	0	184,000	240,000	1
CLACKAMUS CO., OR	0	0	0	0	0	0	0	0	1,600,000	0	1,600,000	0
CORVALLIS, OR	1	176,400	1	200,800	0	0	0	0	20,000	0	397,200	2
KLAMATH FALLS, OR	0	0	1	200,800	0	0	0	0	0	16,000	216,800	1
CHELAN-DOUGLAS, WA	0	0	0	0	0	0	0	0	3,914,304	0	3,914,304	0
CLALLAM, WA	0	0	0	0	0	0	0	0	0	1,600,000	1,600,000	0
SUB-TOTAL	145	22,463,600	13	2,060,750	100	4,237,269	149	3,667,058	14,622,867	4,903,297	51,954,841	407
GRAND TOTAL	903	180,028,843	84	13,316,696	251	16,179,444	294	8,412,911	253,503,517	77,899,404	549,340,815	1,532

\* PLEASE NOTE THAT THE FUNDING FOR READING, PA IS INCREMENTAL FOR A MULTI-YEAR FUNDED STATEWIDE BUS PROJECT.

## SECTION 5307 URBANIZED AREA FORMULA PROGRAM

Section 5307 is a formula grant program for urbanized areas providing capital, operating, and planning assistance for mass transportation. This program was initiated by the Surface Transportation Act of 1982 and became FTA's major transit assistance program in FY 1984. The Section 5307 urbanized area formula program provides funding for capital and planning at 80 percent and for operating up to 50 percent. Funds are apportioned to urbanized areas utilizing a formula based on population, population density, and other factors associated with transit service and ridership. Section 5307 is funded from both General Revenues and Trust Funds.

Section 5307 urbanized area formula funds are available for transit improvements for 34 urbanized areas over 1 million population, 91 urbanized areas with populations between 200,000 and 1 million, and 280 urbanized areas between 50,000 and 200,000 population. For urbanized areas over 200,000 in population, funds flow directly to the designated recipient. For areas under 200,000, the funds are apportioned to the Governor of each state for distribution.

In FY 1995, a total of \$3.2 billion of Section 5307 funds was obligated, the highest ever recorded. Of this amount, \$2.3 billion or 74.3 percent was used for capital; \$763.9 million or 24.2 percent for operating; and \$45.8 million or 1.5 percent for planning assistance. In line with the increase in obligations, the total number of vehicles budgeted reached an unprecedented 4,825. There were also 313 buses that were rehabilitated for \$9.8 million. The obligations for operating have settled at about the same levels for the last eight years. Again, flexible funds transferred from FHWA had an impact on the availability of funds for obligation. In FY 1995, a total of \$677.3 million was transferred to Section 5307. As a group, the urbanized areas with population over 1 million were the largest recipients. These areas received a total of \$2.5 billion or 79 percent of the Section 5307 funds. By contrast, this is \$733.9 million more than last year's obligations for this population group.

The total flexible funds obligated were \$759 million, some of which was drawn from the flexible carryover funds. Of the total obligations for capital (planning included), about 32 percent represents flexible funds. The program sources of these obligations are: Congestion Mitigation and Air Quality (CMAQ), \$488.2 million (64.3 percent); and Surface Transportation Program (STP), \$270.0 million (35.6 percent).

TABLE 7

FY 1995 SUMMARY OF URBANIZED AREA FORMULA OBLIGATIONS  
PROGRAM 5307  
BY ACTIVITY AND BY POPULATION GROUP

ACTIVITY	34 URBANIZED AREAS OVER 1 MILLION	91 URBANIZED AREAS 200,000- 1,000,000	280 URBANIZED AREAS 50,000- 200,000	TOTAL \$ AMOUNT 405 URBANIZED AREAS
BUS PURCHASES	435,481,109	160,974,797	61,893,052	658,348,958
BUS OTHER	385,524,933	78,215,284	35,510,293	499,250,510
BUS MAINTENANCE FACILITY	121,223,375	17,690,051	10,836,946	149,750,372
SUB-TOTAL	942,229,417	256,880,132	108,240,291	1,307,349,840
FIXED GUIDEWAY MOD	812,012,533	8,787,651	48,000	820,848,184
PLANNING	27,527,957	11,706,522	6,602,060	45,836,539
NEW SYSTEMS	210,988,958	1,403,188	0	212,392,146
OPERATING	490,242,667	145,099,938	128,551,811	763,894,416
GRAND TOTAL	2,483,001,532	423,877,431	243,442,162	3,150,321,125

BUS PURCHASES =====	\$ BUS AMOUNTS =====	NUMBER OF BUSES	POPULATION GROUP =====
2,412 STANDARD	485,033,694		
239 MEDIUM	35,353,316	2,743	OVER 1 MILLION
829 SMALL	58,393,768	1,399	200,000 - 1 MILLION
61 ARTICULATED	17,626,416	683	50,000 - 200,000
1,188 VANS/WAGONS	39,771,346		
29 TROLLEY BUS	5,168,996		
67 COMMUTER INTERCITY	17,001,422		
4,825 TOTAL VEHICLES	658,348,958	4,825	TOTAL BUSES

NEW SYSTEMS  
=====

PHILADELPHIA	400,000
PITTSBURGH	76,500,000
JACKSONVILLE	280,000
CINCINNATI	2,000,000
AKRON	1,123,188
LOS ANGELES	82,900,000
SAN JOSE	6,101,750
PORTLAND	43,087,208

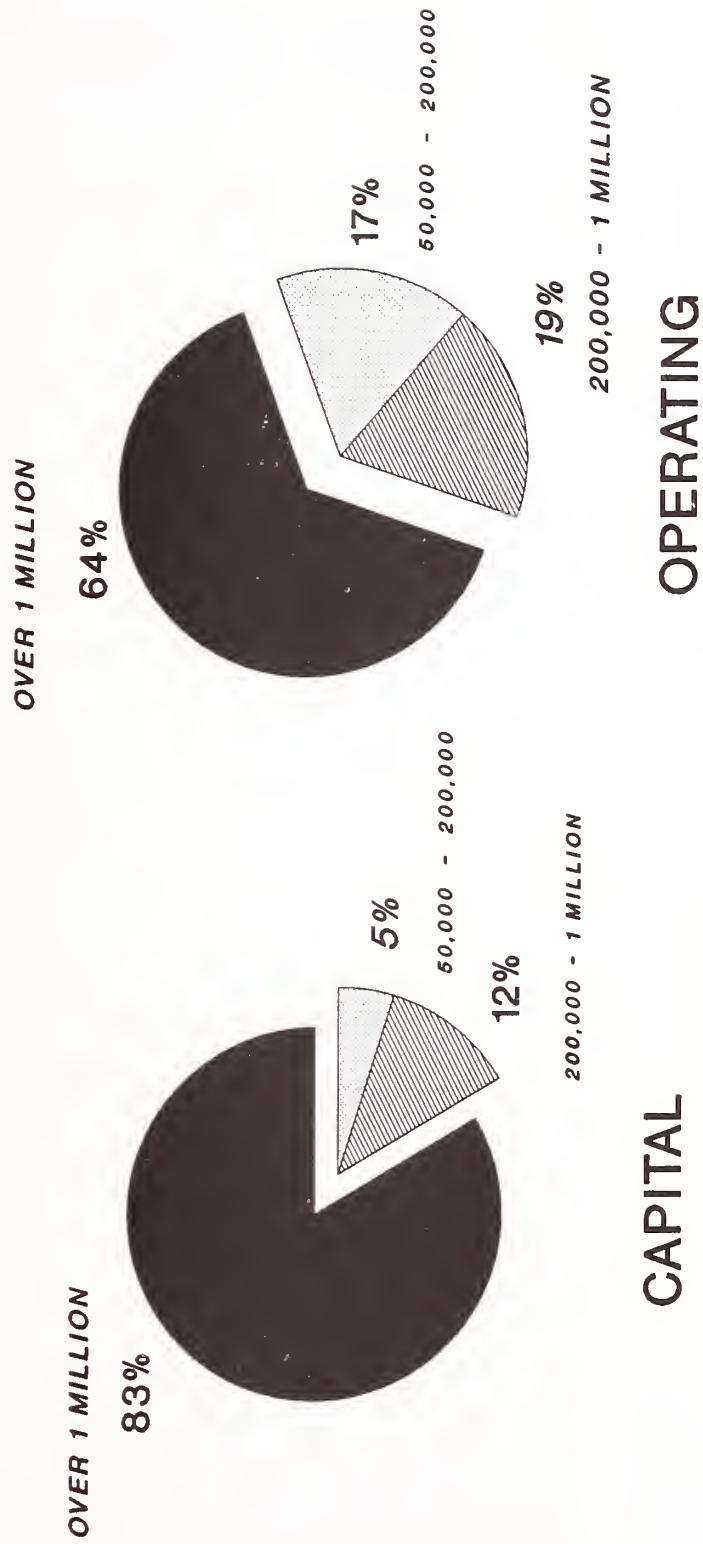
TOTAL \$      212,392,146





FY 1995 URBANIZED AREA FORMULA OBLIGATIONS  
CAPITAL AND OPERATING  
(BY POPULATION GROUP)

Figure 7



CAPITAL INCLUDES PLANNING

12/28/95

TABLE 7-1

## FTA FY1995 USE OF SECTION 9 FORMULA FUNDS

Region	Urbanized Area (UZA) Name	Capital										Total Capital	Operating Assistance	Total Obligated
		Bus			New Systems/ Planning			Fixed Guideway						
		Purchases	Qty	Maintenance Facilities	Bus Other	Total Bus	Total Capital	Total Capital	Total Capital	Total Capital				
I	More Than 1,000,000 Population:													
	BOSTON, MA	30,310,836(151)		0	93,000	30,403,836	45,310,000	0	75,713,836	16,161,023	91,874,859			
	Subtotals - More Than 1,000,000 Population	30,310,836( 151)		0	93,000	30,403,836	45,310,000	0	75,713,836	16,161,023	91,874,859			
I	200,000 to 1,000,000 Population:													
	BRIDGEPORT-MILFORD, CT	2,576,000( 14)		0	226,800	2,802,800	0	0	2,802,800	1,807,186	4,609,986			
	HARTFORD-MIDDLETOWN, CT	1,910,589( 31)		0	0	1,910,589	0	220,000	2,130,589	2,022,092	4,152,681			
	LAWRENCE-HAVERHILL, MA-NH (MA)	970,000( 4)		0	162,000	1,132,000	0	40,000	1,172,000	1,026,198	2,198,198			
	LAWRENCE-HAVERHILL, MA-NH (NH)	0( 0)		0	0	0	0	0	0	0	0			
	NEW HAVEN-MERIDEN, CT	5,920,428( 48)		0	408,536	6,328,964	0	0	6,328,964	2,083,000	8,411,964			
	PROVIDENCE-PAWTUCKET, RI-MA (MA)	576,000( 9)		0	80,000	656,000	200,000	64,000	920,000	450,088	1,370,088			
	PROVIDENCE-PAWTUCKET, RI-MA (RI)	480,000( 15)		0	999,276	1,479,276	2,148,912	92,000	3,720,188	5,157,398	8,877,586			
	SPRINGFIELD, MA-CT (CT)	0( 0)		0	0	0	0	0	0	110,532	110,532			
	SPRINGFIELD, MA-CT (MA)	5,560,000( 67)		96,000	663,252	6,319,252	0	280,000	6,599,252	1,672,243	8,271,495			
	WORCESTER, MA-CT (CT)	0( 0)		0	0	0	0	0	0	0	0			
	WORCESTER, MA-CT (MA)	1,992,000( 24)		80,000	1,671,840	3,743,840	0	168,000	3,911,840	1,021,031	4,932,871			
	Subtotals - 200,000 to 1,000,000 Population	19,985,017( 212)		176,000	4,211,704	24,372,721	2,348,912	864,000	27,585,633	15,349,768	42,935,401			
I	50,000 to 200,000 Population:													
	CONNECTICUT - GOVERNORS APPORTIONMENT	9,670,955( 56)		2,890,160	131,568	12,692,683	0	200,000	12,892,683	1,409,974	14,302,657			
	MAINE - GOVERNORS APPORTIONMENT	603,204( 6)		0	324,256	927,460	0	316,896	1,244,356	1,061,876	2,306,232			
	MASSACHUSETTS - GOVERNORS APPORTIONMENT	1,814,960( 23)		39,400	2,484,757	4,339,117	0	125,000	4,464,117	6,146,546	10,610,663			
	NEW HAMPSHIRE - GOVERNORS APPORTIONMENT	27,390( 1)		74,147	568,176	669,713	0	143,840	813,553	1,446,482	2,260,035			
	RHODE ISLAND - GOVERNORS APPORTIONMENT	0( 0)		0	0	0	0	0	0	328,384	328,384			
	VERMONT - GOVERNORS APPORTIONMENT	96,000( 5)		0	308,244	404,244	0	632,000	1,036,244	461,207	1,497,451			
	Subtotals - 50,000 to 200,000 Population	12,212,509( 91)		3,003,707	3,817,001	19,033,217	0	1,417,736	20,450,953	10,854,469	31,305,422			

Region	Urbanized Area (UZA) Name	Capital									
		Bus				New					
		Bus Purchases	Qty	Maintenance Facilities	Bus Other	Total Bus	Fixed Guideway	Systems/Planning	Total Capital	Operating Assistance	Total Obligated
		* 62,508,362 ( 454)		* 3,179,707	* 8,121,705	73,809,774	47,658,912	2,281,736	123,750,422	42,365,260	166,115,682
Subtotals - Region I											

\*Adjustment: Springfield, Mass. Total Urbanized Area Bus Purchases should be reduced by 40 buses and the amount should be reduced by \$2.0 million. Funds should be added to Total Bus Other category.

Region	Urbanized Area (UZA) Name	Capital									
		Bus					New				
		Bus Purchases	Maintenance Facilities	Bus Other	Total Bus	Fixed Guideway	Systems/Planning	Total Capital	Operating Assistance	Total Obligated	
II More Than 1,000,000 Population:											
	NEW YORK, NY-NORTHEASTERN NJ (NJ)	27,565,610 (176)	26,451,055	11,451,900	65,468,565	84,777,388	240,000	150,485,953	35,663,368	186,149,321	
	NEW YORK, NY-NORTHEASTERN NJ (NY)	12,431,254 ( 89)	42,280,000	8,602,312	63,313,566	299,503,812	271,705	363,089,083	91,914,795	455,003,878	
	PHILADELPHIA, PA-NJ (NJ)	1,232,250 ( 5)	176,250	5,356,576	6,765,076	19,283,116	0	26,048,192	4,064,111	30,112,303	
	Subtotals - More Than 1,000,000 Population	41,229,114 ( 270)	68,907,305	25,410,788	135,547,207	403,564,316	511,705	539,623,228	131,642,274	671,265,502	
II 200,000 to 1,000,000 Population:											
	ALBANY-SCHENECTADY-TROY, NY	7,664,000 ( 44)	0	626,800	8,290,800	0	120,000	8,410,800	3,345,505	11,756,305	
	ALLENTOWN-BETHLEHEM-EASTON, PA-NJ (NJ)	70,374 ( 1)	0	0	70,374	0	0	70,374	98,986	169,360	
	BUFFALO-NIAGARA FALLS, NY	499,200 (12)	0	3,022,872	3,522,072	1,476,000	0	4,998,072	5,304,656	10,302,728	
	ROCHESTER, NY	8,714,296 (46)	0	352,792	9,067,088	0	0	9,067,088	2,722,231	11,789,319	
	SYRACUSE, NY	0 ( 0)	324,000	2,052,000	2,376,000	0	0	2,376,000	1,671,369	4,047,369	
	TRENTON, NJ-PA (NJ)	410,750 ( 2)	58,750	674,424	1,143,924	2,819,444	0	3,963,368	1,742,711	5,706,079	
	WILMINGTON, DE-MD-NJ-PA (NJ)	114,264 ( 1)	67,631	0	181,895	0	0	181,895	73,171	255,066	
	Subtotals - 200,000 to 1,000,000 Population	17,472,884 (106)	450,381	6,728,888	24,652,153	4,295,444	120,000	29,067,597	14,958,629	44,026,226	
II 50,000 to 200,000 Population:											
	CONNECTICUT - GOVERNORS APPORTIONMENT	0 ( 0)	0	0	0	0	0	0	4,605,815	4,605,815	
	NEW JERSEY - GOVERNORS APPORTIONMENT	197,740 ( 6)	16,314	99,803	313,857	0	0	313,857	1,549,537	1,863,394	
	NEW YORK - GOVERNORS APPORTIONMENT	1,447,005 (25)	162,400	578,488	2,187,893	0	61,895	2,249,788	4,636,573	6,886,361	
	Subtotals - 50,000 to 200,000 Population	1,644,745 (31)	178,714	678,291	2,501,750	0	61,895	2,563,645	10,791,925	13,355,570	
	Subtotals - Region II	60,346,743 (407)	69,536,400	32,817,967	162,701,110	407,859,760	693,600	571,254,470	157,392,828	728,647,298	

Region	Urbanized Area (UZA) Name	Capital									
		Bus					New				
		Bus Purchases	Qty	Maintenance Facilities	Bus Other	Total Bus	Fixed Guideway	Systems/ Planning	Total Capital	Operating Assistance	Total Obligated
III	More Than 1,000,000 Population:										
	BALTIMORE, MD	265,600 ( 3)		4,372,000	1,637,600	6,275,200	10,450,800	1,911,600	18,637,600	8,617,034	27,254,634
	NORFOLK-VIRGINIA BEACH-NEWPORT NEWS, VA	1,148,000 ( 11)		16,000	1,640,500	2,804,500	0	1,565,376	4,369,876	3,731,003	8,100,879
	PHILADELPHIA, PA-NJ (PA)	32,402,128 (160)		7,700,000	2,400,000	42,502,128	88,231,015	460,000	131,193,143	24,098,203	155,291,346
	PITTSBURGH, PA	3,088,712 ( 19)		8,278,416	6,786,484	18,153,612	1,340,000	78,284,000	97,777,612	8,406,413	106,184,025
	WASHINGTON, DC-MD-VA (DC)	4,340,800 ( 30)		1,021,739	7,764,640	13,127,179	46,829,600	0	59,956,779	14,941,841	74,898,620
	WASHINGTON, DC-MD-VA (MD)	0 ( 0)		0	0	0	3,400,000	0	3,400,000	0	3,400,000
	WASHINGTON, DC-MD-VA (VA)	0 ( 0)		0	0	0	12,680,500	0	12,680,500	500,000	13,180,500
	Subtotals - More Than 1,000,000 Population	41,245,240 ( 223)		21,388,155	20,229,224	82,862,619	162,931,915	82,220,976	328,015,510	60,294,494	388,310,004
III	200,000 to 1,000,000 Population:										
	ALLENTOWN-BETHLEHEM-EASTON, PA-NJ (PA)	200,000 ( 6)		280,000	280,000	760,000	0	320,000	1,080,000	2,248,000	3,328,000
	HARRISBURG, PA	0 ( 0)		440,000	429,044	869,044	0	0	869,044	991,809	1,860,853
	NEWPORT NEWS-HAMPTON, VA	0 ( 0)		0	0	0	0	0	0	0	0
	RICHMOND, VA	3,234,300 ( 22)		141,400	1,208,320	4,584,020	0	186,000	4,770,020	1,698,183	6,468,203
	SCRANTON-WILKES BARRE, PA	693,972 ( 2)		0	213,700	897,672	0	14,370	912,042	1,527,413	2,439,455
	WILMINGTON, DE-MD-NJ-PA (DE)	517,762 ( 14)		0	0	517,762	0	0	517,762	1,680,383	2,198,145
	WILMINGTON, DE-MD-NJ-PA (MD)	0 ( 0)		0	0	0	0	0	0	0	0
	WILMINGTON, DE-MD-NJ-PA (PA)	0 ( 0)		0	0	0	712,489	0	712,489	0	712,489
	Subtotals - 200,000 to 1,000,000 Population	4,636,034 ( 44)		861,400	2,131,064	7,628,498	712,489	520,370	8,861,357	8,145,788	17,007,145
III	50,000 to 200,000 Population:										
	DELAWARE - GOVERNORS APPORTIONMENT	599,894 ( 16)		0	0	599,894	0	0	599,894	270,926	870,820
	MARYLAND - GOVERNORS APPORTIONMENT	368,000 ( 2)		283,108	311,222	962,330	0	0	962,330	1,136,938	2,099,268
	OHIO - GOVERNORS APPORTIONMENT	43,472 ( 1)		0	0	43,472	0	0	43,472	217,128	260,600
	PENNSYLVANIA - GOVERNORS APPORTIONMENT	7,323,017 ( 49)		191,912	5,659,398	13,174,327	48,000	158,000	13,380,327	7,927,433	21,307,760
	VIRGINIA - GOVERNORS APPORTIONMENT	1,334,536 ( 11)		88,000	250,132	1,672,668	0	0	1,672,668	2,931,033	4,603,701
	WEST VIRGINIA - GOVERNORS APPORTIONMENT	260,612 ( 6)		8,913	390,063	659,588	0	0	659,588	2,309,259	2,968,847
	Subtotals - 50,000 to 200,000 Population	9,929,531 ( 85)		571,933	6,610,815	17,112,279	48,000	158,000	17,318,279	14,792,717	32,110,996



----- Capital -----												
Region	Urbanized Area (UZA) Name	Bus			Total Bus	Fixed Guideway	New		Total Capital	Operating Assistance	Total Obligated	
		Bus Purchases	Qty	Maintenance Facilities			Bus Other	Systems/ Planning				
		55,810,805 ( 352)		22,821,488	28,971,103	163,692,404	82,899,346	83,232,999	437,428,145			
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Subtotals - Region III												
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## Capital

Region	Urbanized Area (UZA) Name	Bus				New							
		Bus Purchases	Qty	Maintenance Facilities	Bus Other	Total Bus	Fixed Guideway	Systems/Planning	Total Capital	Operating Assistance	Total Obligated		
IV	More Than 1,000,000 Population:												
	ATLANTA, GA	4,013,600	( 45)	4,410,400	5,027,528	13,451,528	10,855,200	3,055,000	27,361,728	19,647,319	47,009,047		
	FT. LAUDERDALE-HOLLYWOOD-POMPANO BCH, FL	4,482,000	( 25)	160,000	1,961,600	6,603,600	1,003,286	0	7,606,886	8,976,013	16,582,899		
	MIAMI-HIALEAH, FL	6,257,208	( 42)	--3,194,400	11,377,942	20,829,550	3,990,812	1,256,000	26,076,362	7,419,989	33,496,351		
	SAN JUAN, PR	532,000	( 12)	385,000	1,832,240	2,749,240	0	0	2,749,240	6,646,587	9,395,827		
	TAMPA-ST. PETERSBURG-CLEARWATER, FL	10,870,000	( 69)	10,600	2,860,990	13,741,590	0	588,000	14,329,590	2,771,211	17,100,801		
	Subtotals - More Than 1,000,000 Population	26,154,808	( 193)	8,160,400	23,060,300	57,375,508	15,849,298	4,899,000	78,123,806	45,461,119	123,584,925		
	IV	200,000 to 1,000,000 Population:											
		AUGUSTA, GA-SC	976,236	( 7)	40,000	143,924	1,160,160	0	41,388	1,201,548	691,183	1,892,731	
BIRMINGHAM, AL		-620,000	( 3)	486,816	1,244,176	1,110,992	0	120,000	1,230,992	2,081,570	3,312,562		
CHARLESTON, SC		752,000	( 12)	0	313,560	1,065,560	0	450,000	1,515,560	946,659	2,462,219		
CHARLOTTE, NC		4,904,000	( 50)	49,200	859,200	5,812,400	0	0	5,812,400	1,804,670	7,617,070		
CHATTANOOGA, TN-GA (TN)		240,000	( 4)	24,000	651,536	915,536	180,000	108,000	1,203,536	860,319	2,063,855		
COLUMBIA, SC		120,000	( 4)	0	210,000	330,000	0	344,400	674,400	966,439	1,640,839		
COLUMBUS, GA-AL (GA)		495,960	( 7)	3,936	225,052	724,948	0	26,140	751,088	807,369	1,558,457		
DAYTONA BEACH, FL		32,582	( 12)	1,658,908	469,231	2,160,721	0	0	2,160,721	976,378	3,137,099		
DURHAM, NC		72,000	( 3)	0	321,360	393,360	0	259,888	653,248	1,705,626	2,358,874		
FAYETTEVILLE, NC		124,500	( 5)	0	146,644	271,144	0	64,000	335,144	1,004,464	1,339,608		
FORT MYERS-CAPE CORAL, FL		1,037,500	( 14)	0	206,504	1,244,004	0	0	1,244,004	1,192,075	2,436,079		
GREENVILLE, SC		656,000	( 19)	82,872	256,000	994,872	0	48,000	1,042,872	656,714	1,699,586		
JACKSON, MS		0	( 0)	0	0	0	0	0	0	0	0		
JACKSONVILLE, FL		2,704,000	( 13)	80,000	736,800	3,520,800	0	480,000	4,000,800	1,774,593	5,775,393		
KNOXVILLE, TN		1,129,000	( 8)	75,000	261,624	1,465,624	0	105,000	1,570,624	869,287	2,439,911		
LEXINGTON-FAYETTE, KY		116,000	( 6)	197,600	238,400	552,000	0	12,148	564,148	1,135,745	1,699,893		
LOUISVILLE, KY-IN (KY)		0	( 0)	184,800	665,444	850,244	0	84,000	934,244	3,420,637	4,354,881		
MELBOURNE-PALM BAY, FL		0	( 0)	0	0	0	0	0	0	0	0		
MEMPHIS, TN-AR-MS (TN)	1,120,000	( 7)	56,000	2,547,200	3,723,200	96,000	0	3,819,200	3,170,208	6,989,408			
MOBILE, AL	642,800	( 5)	0	330,172	972,972	0	174,300	1,147,272	883,423	2,030,695			
MONTGOMERY, AL	0	( 0)	0	156,744	156,744	0	0	156,744	1,063,015	1,219,759			
NASHVILLE, TN	1,472,000	( 22)	20,000	672,000	2,164,000	0	0	2,164,000	1,469,835	3,633,835			
ORLANDO, FL	895,644	( 50)	1,711,520	4,720,169	7,327,333	0	400,000	7,727,333	1,936,795	9,664,128			
PENSACOLA, FL	716,800	( 5)	16,000	322,200	1,055,000	0	20,000	1,075,000	865,355	1,940,355			

Region	Urbanized Area (UZA) Name	Capital									
		Bus					New				
		Bus Purchases	Qty	Maintenance Facilities	Bus Other	Total Bus	Fixed Guideway	Systems/Planning	Total Capital	Operating Assistance	Total Obligated
IV	200,000 to 1,000,000 Population:										
	RALEIGH, NC	248,760( 10)		26,920	444,704	720,384		0	123,806	1,456,059	2,300,249
	SARASOTA-BRADENTON, FL	312,000( 6)		1,105,400	177,600	1,595,000		0	1,595,000	1,284,072	2,879,072
	Subtotals - 200,000 to 1,000,000 Population	23,243,782( 298)		8,074,972	16,904,244	48,222,998	1,430,806	2,925,070	52,578,874	34,477,560	87,056,434
IV	50,000 to 200,000 Population:										
	ALABAMA - GOVERNORS APPORTIONMENT	713,600( 20)		0	175,500	889,100		0	0	2,192,369	3,081,469
	FLORIDA - GOVERNORS APPORTIONMENT	2,814,840( 44)		888,080	780,872	4,483,792		0	170,400	3,735,634	8,389,826
	GEORGIA - GOVERNORS APPORTIONMENT	1,626,424( 21)		172,560	481,396	2,280,380		0	0	6,413,866	8,594,246
	KENTUCKY - GOVERNORS APPORTIONMENT	0( 0)		0	47,920	47,920		0	18,000	604,897	670,817
	MISSISSIPPI - GOVERNORS APPORTIONMENT	0( 0)		0	0	0		0	0	221,414	221,414
	NORTH CAROLINA - GOVERNORS APPORTIONMENT	0( 0)		0	83,120	83,120		0	105,256	4,687,000	4,875,376
	PUERTO RICO - GOVERNORS APPORTIONMENT	300,000( 3)		0	2,931,344	3,231,344		0	600,000	0	3,831,344
	SOUTH CAROLINA - GOVERNORS APPORTIONMENT	876,200( 23)		6,000	138,212	1,020,412		0	69,000	1,130,204	2,219,616
	TENNESSEE - GOVERNORS APPORTIONMENT	0( 0)		0	0	0		0	1,600	2,058,096	2,059,696
	VIRGINIA - GOVERNORS APPORTIONMENT	0( 0)		0	0	0		0	0	65,064	65,064
	Subtotals - 50,000 to 200,000 Population	6,331,064( 111)		1,066,640	4,638,364	12,036,068		0	964,256	21,108,544	34,108,868
	Subtotals - Region IV	55,729,654( 602)		17,302,012	44,602,908	117,634,574	17,280,104	8,788,326	143,703,004	101,047,223	244,750,227

## Capital

Region	Urbanized Area (UZA) Name	Bus				Total			New		Total		Total	
		Purchases	Qty	Maintenance	Bus	Other	Bus	Fixed	Systems/ Planning	Capital	Operating Assistance	Obligated		
V	More Than 1,000,000 Population:													
	CHICAGO, IL-IN (IL)	4,965,054 (117)		1,632,800	14,530,709		21,128,563	103,694,802	400,000	125,223,365	39,562,027	164,785,392		
	CHICAGO, IL-IN (IN)	2,517,566 (42)		240,000	720,995		3,478,561	0	672,000	4,150,561	7,753,695	11,904,256		
	CINCINNATI, OH-KY (OH)	13,744,695 (91)		784,184	3,773,621		18,302,500	0	2,860,000	21,162,500	4,662,601	25,825,101		
	CLEVELAND, OH	17,204,000 (96)		0	16,782,862		33,986,862	0	0	33,986,862	8,496,119	42,482,981		
	DETROIT, MI	13,083,014 (97)		1,733,788	4,980,242		19,797,044	0	0	19,797,044	18,939,356	38,736,400		
	MILWAUKEE, WI	6,336,204 (35)		0	2,514,415		8,850,619	0	494,000	9,344,619	5,304,257	14,648,876		
	MINNEAPOLIS-ST. PAUL, MN	16,433,171 (89)		0	328,000		16,761,171	0	0	16,761,171	6,446,045	23,207,216		
	ST. LOUIS, IL-MO (IL)	880,000 (5)		0	776,000		1,656,000	0	0	1,656,000	0	1,656,000		
	Subtotals - More Than 1,000,000 Population	75,163,704 (572)		4,390,772	44,406,844		123,961,320	103,694,802	4,426,000	232,082,122	91,164,100	323,246,222		
V	200,000 to 1,000,000 Population:													
	AKRON, OH	4,705,000 (25)		60,000	3,166,140		7,931,140	0	1,265,188	9,196,328	2,804,145	12,000,473		
	ANN ARBOR, MI	920,000 (5)		0	816,000		1,736,000	0	152,000	1,888,000	866,941	2,754,941		
	CANTON, OH	621,778 (5)		0	61,121		682,899	0	20,000	702,899	978,478	1,681,377		
	COLUMBUS, OH	4,665,180 (30)		264,400	1,049,420		5,979,000	0	0	5,979,000	3,847,363	9,826,363		
	DAYTON, OH	5,993,435 (63)		48,000	1,099,498		7,140,933	0	62,720	7,203,653	3,180,510	10,384,163		
	FLINT, MI	492,800 (7)		149,600	1,713,520		2,355,920	0	0	2,355,920	1,339,600	3,695,520		
	FORT WAYNE, IN	1,000,000 (5)		40,000	124,000		1,164,000	0	86,162	1,250,162	958,504	2,208,666		
	GRAND RAPIDS, MI	1,977,594 (17)		472,680	1,370,214		3,820,488	0	335,488	4,155,976	3,644,272	7,800,248		
	INDIANAPOLIS, IN	0 (0)		0	4,086,914		4,086,914	0	0	4,086,914	3,349,275	7,436,189		
	LANSING-EAST LANSING, MI	2,061,591 (13)		0	408,996		2,470,587	0	112,000	2,582,587	1,018,872	3,601,459		
	LORAIN-ELYRIA, OH	0 (0)		0	488,334		488,334	0	187,200	675,534	162,312	837,846		
	MADISON, WI	3,312,000 (21)		30,816	414,880		3,757,696	0	336,107	4,093,803	873,792	4,967,595		
	PEORIA, IL	92,400 (2)		92,720	919,809		1,104,929	0	224,000	1,328,929	1,859,590	3,188,519		
	ROCKFORD, IL	564,400 (5)		0	165,599		729,999	0	0	729,999	855,796	1,585,795		
	SOUTH BEND-MISHAWAKA, IN-MI (IN)	216,000 (2)		13,000	743,200		972,200	0	0	972,200	1,013,883	1,986,083		
	TOLEDO, OH-MI (OH)	0 (0)		1,038,000	3,196,667		4,234,667	0	250,000	4,484,667	1,968,519	6,453,186		
	YOUNGSTOWN-WARREN, OH	52,000 (1)		0	82,400		134,400	0	40,000	174,400	1,572,947	1,747,347		
	Subtotals - 200,000 to 1,000,000 Population	26,674,178 (201)		2,209,216	19,906,712		48,790,106	0	3,070,865	51,860,971	30,294,799	82,155,770		

Region	Urbanized Area (UZA) Name	Capital									
		Bus				New					
		Bus Purchases	Qty	Maintenance Facilities	Bus Other	Total Bus	Fixed Guideway	Systems/Planning	Total Capital	Operating Assistance	Total Obligated
V	50,000 to 200,000 Population:										
	ILLINOIS - GOVERNORS APPORTIONMENT	1,990,424 ( 50)		0	614,587	2,605,011	0	400,000	3,005,011	6,129,495	9,134,506
	KENTUCKY - GOVERNORS APPORTIONMENT	148,800 ( 2)		0	4,800	153,600	0	10,000	163,600	199,785	363,385
	MICHIGAN - GOVERNORS APPORTIONMENT	910,881 ( 13)		287,692	887,560	2,086,133	0	84,000	2,170,133	4,438,440	6,608,573
	MINNESOTA - GOVERNORS APPORTIONMENT	878,400 ( 11)		308,655	198,929	1,385,984	0	23,000	1,408,984	1,082,429	2,491,413
	OHIO - GOVERNORS APPORTIONMENT	140,190 ( 1)		0	2,172,969	2,313,159	0	303,200	2,616,359	1,212,530	3,828,889
	WEST VIRGINIA - GOVERNORS APPORTIONMENT	0 ( 0)		0	0	0	0	40,000	40,000	100,000	140,000
	WISCONSIN - GOVERNORS APPORTIONMENT	3,376,600 ( 40)		360,000	1,432,568	5,169,168	0	1,629,149	6,798,317	6,107,634	12,905,951
	Subtotals - 50,000 to 200,000 Population	9,125,056 ( 140)		2,385,518	5,704,333	17,214,907	0	2,701,306	19,916,213	24,468,205	44,384,418
	Subtotals - Region V	* 110,962,938 ( 913)		* 8,985,506	* 70,017,889	189,966,333	103,694,802	* 10,198,171	303,859,306	145,927,104	449,786,410

\*Adjustment: Minnesota Governor's Apportionment - Three buses and the amount of \$120,000 should be deducted and the amount should be added to the Bus Other category; Dayton, Ohio, \$62,720 for New Systems should be deducted and added to Bus Other category.



## Capital

Region	Urbanized Area (UZA) Name	Bus				Total Bus	Fixed Guideway	New Systems/ Planning	Total Capital	Operating Assistance	Total Obligated
		Bus Purchases	Qty	Maintenance Facilities	Bus Other						
VI	More Than 1,000,000 Population:										
	DALLAS-FT. WORTH, TX	20,310,400(105)		783,000	7,725,540	28,818,940	0	0	28,818,940	6,418,925	35,237,865
	HOUSTON, TX	42,645,349(228)		0	8,215,476	50,860,825	0	0	50,860,825	0	50,860,825
	NEW ORLEANS, LA	6,946,604( 50)		1,420,000	2,915,520	10,982,124	64,000	400,000	11,446,124	5,500,000	16,946,124
	SAN ANTONIO, TX	12,716,276( 84)		825,240	6,679,295	20,220,811	0	0	20,220,811	4,063,324	24,284,135
	Subtotals - More Than 1,000,000 Population	82,618,629( 467)		2,728,240	25,535,831	110,882,700	64,000	400,000	111,346,700	15,982,249	127,328,949
	200,000 to 1,000,000 Population:										
VI	ALBUQUERQUE, NM		0( 0)	0	0	0	0	671,000	671,000	1,366,597	2,037,597
	AUSTIN, TX	2,547,200( 40)		567,840	4,001,150	7,116,190	0	0	7,116,190	2,769,628	9,885,818
	BATON ROUGE, LA	249,000( 5)		0	289,600	538,600	0	150,000	688,600	1,133,181	1,821,781
	CORPUS CHRISTI, TX	2,756,000( 27)		0	240,000	2,996,000	0	0	2,996,000	0	2,996,000
	EL PASO, TX-NM (TX)	3,652,000( 34)		0	1,614,440	5,266,440	0	240,000	5,506,440	1,779,238	7,285,678
	LITTLE ROCK-NORTH LITTLE ROCK, AR	438,400( 9)		60,000	285,600	784,000	0	120,000	904,000	908,000	1,812,000
	MCALLEN-EDINBURG-MISSION, TX		0( 0)	0	0	0	0	120,000	120,000	0	120,000
	OKLAHOMA CITY, OK	608,000( 9)		0	363,240	971,240	0	0	971,240	0	971,240
	SHREVEPORT, LA	1,263,512( 9)		0	1,107,760	2,371,272	0	32,000	2,403,272	925,692	3,328,964
	TULSA, OK	1,328,000( 8)		0	844,254	2,172,254	0	600,480	2,772,734	1,386,590	4,159,324
Subtotals - 200,000 to 1,000,000 Population	12,842,112( 141)		627,840	8,746,044	22,215,996	0	1,933,480	24,149,476	10,268,926	34,418,402	
VI	50,000 to 200,000 Population:										
	ARKANSAS - GOVERNORS APPORTIONMENT	164,000( 1)		0	73,298	237,298	0	60,000	297,298	1,261,728	1,559,026
	LOUISIANA - GOVERNORS APPORTIONMENT	182,400( 1)		0	204,000	386,400	0	30,000	416,400	2,317,023	2,733,423
	NEW MEXICO - GOVERNORS APPORTIONMENT	562,368( 7)		0	30,000	592,368	0	59,200	651,568	461,828	1,113,396
	OKLAHOMA - GOVERNORS APPORTIONMENT		0( 0)	0	0	0	0	0	0	0	0
	TEXAS - GOVERNORS APPORTIONMENT	9,405,200( 72)		389,176	1,612,140	11,406,516	0	464,101	11,870,617	11,590,134	23,460,751
	Subtotals - 50,000 to 200,000 Population	10,313,968( 81)		389,176	1,919,438	12,622,582	0	613,301	13,235,883	15,630,713	28,866,596
Subtotals - Region VI											
		105,774,709( 689)		3,745,256	36,201,313	145,721,278	64,000	2,946,781	148,732,059	41,881,888	190,613,947

Region	Urbanized Area (UZA) Name	Capital									
		Bus					New				
		Bus Purchases	Maintenance	Bus Other	Total Bus	Fixed Guideway	Systems/Planning	Total Capital	Operating Assistance	Total Obligated	
VII	More Than 1,000,000 Population:										
	KANSAS CITY, KS-MO (MO)	2,785,220 ( 24)	1,747,731	3,277,966	7,810,917	0	566,450	8,377,367	3,811,030	12,188,397	
	ST. LOUIS, IL-MO (MO)	6,188,695 ( 53)	0	1,083,952	7,272,647	640,000	0	7,912,647	8,486,476	16,399,123	
	Subtotals - More Than 1,000,000 Population	8,973,915 ( 77)	1,747,731	4,361,918	15,083,564	640,000	566,450	16,290,014	12,297,506	28,587,520	
VII	200,000 to 1,000,000 Population:										
	DAVENPORT-ROCK ISLAND-MOLINE, IA-IL (IA)	1,124,775 ( 10)	108,000	556,475	1,789,250	0	168,000	1,957,250	988,782	2,946,032	
	DES MOINES, IA	1,035,378 ( 18)	0	668,240	1,703,618	0	184,920	1,888,538	1,591,211	3,479,749	
	OMAHA, NE-IA (NE)	33,600 ( 1)	0	124,131	157,731	0	0	157,731	2,086,333	2,244,064	
	WICHITA, KS	379,187 ( 14)	0	332,994	712,181	0	186,623	898,804	1,871,134	2,769,938	
	Subtotals - 200,000 to 1,000,000 Population	2,572,940 ( 43)	108,000	1,681,840	4,362,780	0	539,543	4,902,323	6,537,460	11,439,783	
VII	50,000 to 200,000 Population:										
	ILLINOIS - GOVERNORS APPORTIONMENT	89,902 ( 2)	0	0	89,902	0	0	89,902	500,975	590,877	
	IOWA - GOVERNORS APPORTIONMENT	545,005 ( 7)	14,484	298,171	857,660	0	137,643	995,303	2,530,511	3,525,814	
	KANSAS - GOVERNORS APPORTIONMENT	0 ( 0)	0	0	0	0	0	0	869,729	869,729	
	MISSOURI - GOVERNORS APPORTIONMENT	261,000 ( 7)	223,621	435,400	920,021	0	84,776	1,004,797	1,326,557	2,331,354	
	NEBRASKA - GOVERNORS APPORTIONMENT	112,000 ( 4)	0	238,000	350,000	0	20,928	370,928	969,114	1,340,042	
	SOUTH DAKOTA - GOVERNORS APPORTIONMENT	0 ( 0)	0	0	0	0	0	0	0	0	
	Subtotals - 50,000 to 200,000 Population	1,007,907 ( 20)	238,105	971,571	2,217,583	0	243,347	2,460,930	6,196,886	8,657,816	
	Subtotals - Region VII	12,554,762 ( 140)	2,093,836	7,015,329	21,663,927	640,000	1,349,340	23,653,267	25,031,852	48,685,119	

Region	Urbanized Area (UZA) Name	Capital								
		Bus			New			Operating Assistance	Total Obligated	
		Bus Purchases	Maintenance Facilities	Other	Total Bus	Fixed Guideway	Systems/Planning			Total Capital
VIII	More Than 1,000,000 Population:									
	DENVER, CO	11,464,467(108)	1,378,728	6,565,789	19,408,984	0	0	19,408,984	6,122,695	25,531,679
	PHOENIX, AZ	19,228,831(107)	192,000	15,765,796	35,186,627	0	964,000	36,150,627	8,869,540	45,020,167
	Subtotals - More Than 1,000,000 Population	30,693,298( 215)	1,570,728	22,331,585	54,595,611	0	964,000	55,559,611	14,992,235	70,551,846
	200,000 to 1,000,000 Population:									
VIII	COLORADO SPRINGS, CO	1,801,100( 14)	0	369,440	2,170,540	0	274,400	2,444,940	854,046	3,298,986
	LAS VEGAS, NV	8,694,128( 35)	0	0	8,694,128	0	500,000	9,194,128	2,575,297	11,769,425
	OGDEN, UT	1,586,400( 9)	0	229,432	1,815,832	0	26,000	1,841,832	613,775	2,455,607
	PROVO-OREM, UT	2,100,420( 32)	0	252,751	2,353,171	0	25,000	2,378,171	714,481	3,092,652
	RENO, NV	1,753,300( 18)	296,000	502,400	2,551,700	0	35,488	2,587,188	739,112	3,326,300
	SALT LAKE CITY, UT	4,895,400( 38)	2,076,000	1,645,725	8,617,125	0	295,000	8,912,125	2,387,075	11,299,200
	TUCSON, AZ	1,900,800( 20)	1,370,396	2,417,650	5,688,846	0	160,000	5,848,846	1,460,128	7,308,974
	Subtotals - 200,000 to 1,000,000 Population	22,731,548( 166)	3,742,396	5,417,398	31,891,342	0	1,315,888	33,207,230	9,343,914	42,551,144
VIII	50,000 to 200,000 Population:									
	ARIZONA - GOVERNORS APPORTIONMENT	0( 0)	0	0	0	0	0	0	0	0
	COLORADO - GOVERNORS APPORTIONMENT	663,868( 11)	388,000	1,701,534	2,753,402	0	192,584	2,945,986	2,243,460	5,189,446
	MINNESOTA - GOVERNORS APPORTIONMENT	376,400( 2)	0	208,804	585,204	0	7,384	592,588	253,116	845,704
	MONTANA - GOVERNORS APPORTIONMENT	255,411( 1)	0	241,220	496,631	0	64,935	561,566	2,152,740	2,714,306
	NORTH DAKOTA - GOVERNORS APPORTIONMENT	759,600( 6)	0	92,350	851,950	0	0	851,950	1,002,268	1,854,218
	SOUTH DAKOTA - GOVERNORS APPORTIONMENT	187,000( 8)	13,600	139,008	339,608	0	0	339,608	763,374	1,102,982
	UTAH - GOVERNORS APPORTIONMENT	0( 0)	0	0	0	0	0	0	0	0
	WYOMING - GOVERNORS APPORTIONMENT	180,000( 4)	0	126,552	306,552	0	0	306,552	549,930	856,482
	Subtotals - 50,000 to 200,000 Population	2,422,279( 32)	401,600	2,509,468	5,333,347	0	264,903	5,598,250	6,964,888	12,563,138
Subtotals - Region VIII										
		55,847,125( 413)	5,714,724	30,258,451	91,820,300	0	2,544,791	94,365,091	31,301,037	125,666,128

Region	Urbanized Area (UZA) Name	Capital									
		Bus				New					
		Bus Purchases	Maintenance Facilities	Bus Other	Total Bus	Fixed Guideway	Systems/ Planning	Total Capital	Operating Assistance	Total Obligated	
IX	More Than 1,000,000 Population:										
	LOS ANGELES, CA	33,965,469(162)	6,388,800	171,311,666	211,665,935	0	82,900,000	294,565,935	57,596,586	352,162,521	
	RIVERSIDE-SAN BERNARDINO, CA	6,982,299( 37)	0	1,532,276	8,514,575	0	0	8,514,575	3,564,972	12,079,547	
	SACRAMENTO, CA	1,637,094( 11)	92,000	5,329,872	7,058,966	4,232,760	49,626	11,341,352	3,073,670	14,415,022	
	SAN DIEGO, CA	4,966,329( 21)	5,296,692	7,998,928	18,261,949	1,648,800	8,854,200	28,764,949	8,771,697	37,536,646	
	SAN FRANCISCO-OAKLAND, CA	39,181,668(245)	232,552	16,447,830	55,862,050	64,534,545	2,337,000	122,733,595	23,104,895	145,838,490	
	SAN JOSE, CA	8,957,488( 41)	0	15,311,471	24,268,959	9,445,425	6,101,750	39,816,134	1,203,194	41,019,328	
	Subtotals - More Than 1,000,000 Population	95,690,347( 517)	12,010,044	217,932,043	325,632,434	79,861,530	100,242,576	505,736,540	97,315,014	603,051,554	
IX	200,000 to 1,000,000 Population:										
	BAKERSFIELD, CA	0( 0)	0	956,064	956,064	0	0	956,064	0	956,064	
	FRESNO, CA	3,462,400( 27)	800,000	718,400	4,980,800	0	400,000	5,380,800	2,737,497	8,118,297	
	HONOLULU, HI	14,063,680( 98)	0	472,000	14,535,680	0	60,000	14,595,680	2,492,706	17,088,386	
	MODESTO, CA	1,800,800( 9)	5,600	578,534	2,384,934	0	120,000	2,504,934	1,851,606	4,356,540	
	OXNARD-VENTURA, CA	1,487,090( 5)	20,678	704,228	2,211,996	0	802,922	3,014,918	3,330,021	6,344,939	
	STOCKTON, CA	398,331( 2)	543,568	1,502,505	2,444,404	0	229,092	2,673,496	1,180,660	3,854,156	
	Subtotals - 200,000 to 1,000,000 Population	21,212,301( 141)	1,369,846	4,931,731	27,513,878	0	1,612,014	29,125,892	11,592,490	40,718,382	
IX	50,000 to 200,000 Population:										
	CALIFORNIA - GOVERNORS APPORTIONMENT	6,478,313( 57)	2,232,865	6,554,561	15,265,739	0	79,200	15,344,939	14,039,778	29,384,717	
	HAWAII - GOVERNORS APPORTIONMENT	0( 0)	0	0	0	0	0	0	634,470	634,470	
		Subtotals - 50,000 to 200,000 Population	6,478,313( 57)	2,232,865	6,554,561	15,265,739	0	79,200	15,344,939	14,674,248	30,019,187
		Subtotals - Region IX	123,380,961( 715)	15,612,755	229,418,335	368,412,051	79,861,530	101,933,790	550,207,371	123,581,752	673,789,123

		Capital								
Region	Urbanized Area (UZA) Name	Bus			Total Bus	Fixed Guideway	New Systems/ Planning	Total Capital	Operating Assistance	Total Obligated
		Bus Purchases	Maintenance Facilities	Other						
X	More Than 1,000,000 Population:									
	PORTLAND-VANCOUVER, OR-WA (OR)	1,248,017( 20)	0	0	1,248,017	96,672	43,087,208	44,431,897	3,895,132	48,327,029
	SEATTLE, WA	2,153,201( 38)	320,000	2,163,400	4,636,601	0	1,199,000	5,835,601	1,037,521	6,873,122
	Subtotals - More Than 1,000,000 Population	3,401,218( 58)	320,000	2,163,400	5,884,618	96,672	44,286,208	50,267,498	4,932,653	55,200,151
X	200,000 to 1,000,000 Population:									
	ANCHORAGE, AK	3,302,746( 25)	0	860,000	4,162,746	0	0	4,162,746	674,752	4,837,498
	SPOKANE, WA	5,388,679( 49)	0	0	5,388,679	0	0	5,388,679	2,089,686	7,478,365
	TACOMA, WA	2,912,576( 13)	70,000	4,632,939	7,615,515	0	271,200	7,886,715	1,366,166	9,252,881
	Subtotals - 200,000 to 1,000,000 Population	11,604,001( 87)	70,000	5,492,939	17,166,940	0	271,200	17,438,140	4,130,604	21,568,744
X	50,000 to 200,000 Population:									
	IDAHO - GOVERNORS APPORTIONMENT	768,000( 5)	80,000	356,000	1,204,000	0	98,116	1,302,116	1,079,678	2,381,794
	OREGON - GOVERNORS APPORTIONMENT	0( 0)	288,688	1,594,611	1,883,299	0	0	1,883,299	1,989,538	3,872,837
	WASHINGTON - GOVERNORS APPORTIONMENT	1,779,680( 33)	0	35,840	1,815,520	0	0	1,815,520	0	1,815,520
	Subtotals - 50,000 to 200,000 Population	2,547,680( 38)	368,688	1,986,451	4,902,819	0	98,116	5,000,935	3,069,216	8,070,151
	Subtotals - Region X	17,552,899( 183)	758,688	9,642,790	27,954,377	96,672	44,655,524	72,706,573	12,132,473	84,839,046
	Grand Totals	660,468,958(4868)	149,750,372	497,067,790	1,307,287,120	820,848,184	258,291,405	2,386,426,709	763,894,416	3,150,321,125



TABLE 8

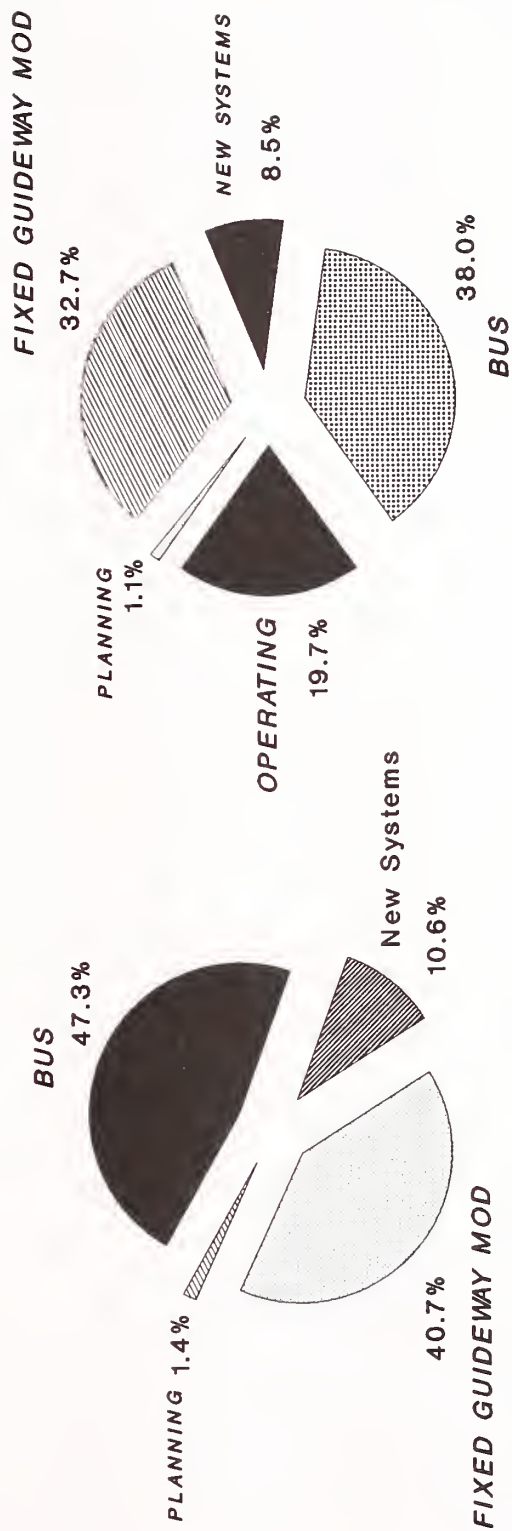
FY 1995 OBLIGATIONS FOR CAPITAL, PLANNING AND OPERATING  
CAPITAL AND URBANIZED AREA FORMULA PROGRAMS  
OVER 1 MILLION POPULATION

(IN REGIONAL ORDER)	CAPITAL		NEW SYSTEMS		TOTAL CAPITAL	BUS	FIXED GUIDEWAY MOD	NEW SYSTEMS	FIXED GUIDEWAY MOD	NEW SYSTEMS	PLANNING	URBAN, FORM. TOTAL CAPITAL AND PLANNING	URBAN, FORM. OPERATING	GRAND TOTAL \$
	URBANIZED AREA	BUS												
BOSTON, MA	0	9,540,000	50,407,748	44,836,748	95,244,496	30,403,836	45,310,000	0	0	0	0	75,713,836	16,161,023	187,119,355
NEW YORK, NY	0	13,630,000	251,026,652	54,837,500	315,404,152	63,313,566	299,503,812	0	271,705	0	271,705	363,089,083	91,914,795	770,408,030
NORTHEASTERN, NJ	0		97,760,216	194,273,750	305,663,966	65,468,565	84,777,388	0	240,000	0	240,000	150,485,953	35,663,368	491,813,287
SW CONNECTICUT	0		33,475,000	0	33,475,000	0	0	0	0	0	0	0	0	33,475,000
BALTIMORE, MD	8,870,000		16,608,388	48,457,748	73,936,136	6,275,200	10,450,800	0	1,911,600	0	1,911,600	18,637,600	8,617,034	101,190,770
NORF-VA BCH-NEWP NE N'S,VA	0		0	0	0	2,204,500	0	0	1,565,376	0	1,565,376	4,369,876	3,731,003	8,100,879
PHILADELPHIA, PA	16,500,000		74,748,144	1,204,748	92,452,892	49,267,204	107,514,131	0	60,000	0	60,000	157,241,335	28,162,314	277,856,541
SO NEW JERSEY	0		6,888,838	496,250	7,385,088	0	0	0	0	0	0	0	0	7,385,088
PITTSBURGH, PA	53,328,901		30,322,112	51,349,747	135,000,760	18,153,612	1,340,000	76,500,000	1,784,000	0	1,784,000	97,777,612	8,406,413	241,184,785
WASHINGTON DC	0		17,216,919	0	17,216,919	13,127,179	46,829,600	0	0	0	0	59,956,779	14,941,841	92,115,539
MD	0		0	0	0	0	3,400,000	0	0	0	0	3,400,000	0	3,400,000
VA	8,300,000		0	0	8,300,000	0	12,680,500	0	0	0	0	12,680,500	500,000	21,480,500
ATLANTA, GA	19,859,185		7,749,163	11,045,616	38,653,964	13,451,528	10,855,200	0	3,055,000	0	3,055,000	27,361,728	19,647,319	85,663,011
FT LAUD-HOLLYW-POMP BE,FL	0		0	9,925,000	9,925,000	6,603,600	1,003,286	0	0	0	0	7,606,886	8,976,013	26,507,899
MIAMI-HIALEAH, FL	5,220,000		3,292,332	18,574,095	27,086,427	20,829,550	3,990,812	0	1,256,000	0	1,256,000	26,076,362	7,419,989	60,582,778
SAN JUAN, PR	0		0	4,962,500	4,962,500	2,749,240	0	0	0	0	0	2,749,240	6,646,587	14,358,327
TAMPA-ST PETE-CLEARWAT,FL	0		0	0	0	13,741,590	0	0	588,000	0	588,000	14,329,590	2,771,211	17,100,801
CHICAGO, IL	8,060,000		94,798,410	91,491,302	194,349,712	21,128,563	103,694,802	0	400,000	0	400,000	125,223,365	39,562,027	359,135,104
NW INDIANA	0		6,816,462	0	6,816,462	3,478,561	0	0	672,000	0	672,000	4,150,561	7,753,695	18,720,718
CINCINNATI, OH-KY	8,233,947		0	1,191,000	9,424,947	18,302,500	0	2,000,000	860,000	0	860,000	21,162,500	4,682,601	35,250,048
CLEVELAND, OH	5,700,000		10,537,228	0	16,237,228	33,986,862	0	0	0	0	0	33,986,862	8,496,119	58,720,209
DETROIT, MI	9,214,256		0	0	9,214,256	19,797,044	0	0	0	0	0	19,797,044	18,939,356	47,950,656
MILWAUKEE, WI	3,000,000		0	0	3,000,000	8,850,619	0	0	494,000	0	494,000	9,344,619	5,304,257	17,648,876
MINNEAPOLIS-ST PAUL, MN	6,000,000		0	2,779,000	8,779,000	16,761,171	0	0	0	0	0	16,761,171	6,446,045	31,986,216
DALLAS-FORT WORTH, TX	37,198,669		0	61,699,313	98,897,982	28,818,940	0	0	0	0	0	28,818,940	6,418,925	134,135,847
HOUSTON, TX	0		3,854,836	69,658,472	73,513,308	50,860,825	64,000	0	0	0	0	50,860,825	5,500,000	124,374,133
NEW ORLEANS, LA	8,280,000		2,943,618	3,763,200	14,986,818	10,982,124	0	0	400,000	0	400,000	11,446,124	4,063,324	24,284,135
SAN ANTONIO, TX	0		0	0	0	20,220,811	0	0	0	0	0	20,220,811	3,811,030	12,654,917
SAN ANTONIO, TX	0		0	466,520	466,520	7,810,917	0	0	566,450	0	566,450	8,377,367	7,912,647	36,511,791
KANSAS CITY, MO-IL	6,028,380		0	14,084,288	20,112,668	7,272,647	640,000	0	0	0	0	7,912,647	8,486,476	1,656,000
ST. LOUIS, MO	0		0	0	0	1,656,000	0	0	0	0	0	1,656,000	0	620,000
IL	620,000		0	0	620,000	0	0	0	0	0	0	0	0	620,000
E. ST. LOUIS	0		0	0	0	19,408,984	0	0	0	0	0	19,408,984	6,122,695	26,318,959
DENVER, CO	0		787,280	0	787,280	35,186,627	0	0	964,000	0	964,000	36,150,627	8,869,540	52,753,443
PHOENIX, AZ	6,500,000		1,233,276	0	7,733,276	211,665,935	0	82,900,000	0	0	0	294,565,935	57,596,586	752,178,966
LOS ANGELES-LONG BE,CA	16,000,000		7,483,000	376,533,445	400,016,445	8,514,575	0	0	0	0	0	8,514,575	3,584,972	12,079,547
RIVERSIDE-SAN BERNARD, CA	0		0	0	0	7,058,966	4,232,760	0	49,626	0	49,626	11,341,352	3,073,670	26,323,022
SACRAMENTO, CA	10,700,000		1,208,000	0	11,908,000	18,261,949	1,648,800	0	8,854,200	0	8,854,200	28,764,949	8,771,697	39,742,246
SAN DIEGO, CA	0		2,205,600	40,270,216	2,205,600	55,862,050	64,534,545	0	2,337,000	0	2,337,000	122,733,595	23,104,895	250,574,936
SAN FRANCISCO-OAKLAND, CA	3,550,812		60,915,418	8,000,000	104,736,446	8,000,000	0	0	0	0	0	0	0	8,000,000
VALLEJO	0		0	0	0	2,384,500	9,445,425	6,101,750	0	0	0	39,816,134	1,203,194	43,403,828
SAN JOSE, CA	2,384,500		0	0	2,384,500	24,268,959	0	0	0	0	0	44,431,897	3,895,132	146,486,976
PORTLAND, OR-WA (OR)	0		894,947	97,265,000	98,159,947	1,248,017	96,672	43,087,208	0	1,199,000	0	5,835,601	1,037,521	24,390,122
SEATTLE-EVERETT, WA	7,700,000		9,817,000	0	17,517,000	4,636,601	0	0	0	0	0	0	0	0
TOTAL	274,418,650		792,990,587	1,207,165,458	2,274,574,695	942,229,417	812,012,533	210,988,958	27,527,957	1,992,758,865	490,242,667	4,757,576,227		4,757,576,227

PLEASE NOTE THAT OBLIGATIONS FOR URBANIZED AREAS OVER 1 MILLION POPULATION INCLUDED IN CAPITAL STATE GRANTS ARE REPORTED ON THIS TABLE.

FY 1995 URBANIZED AREA FORMULA OBLIGATIONS  
 BUS, FIXED GUIDEWAY MOD, PLANNING AND OPERATING  
 (URBANIZED AREAS OVER 1 MILLION POPULATION)

Figure 8



CAPITAL AND PLANNING      CAPITAL AND OPERATING



TABLE 9

FY 1995 OBLIGATIONS FOR METROPOLITAN/STATE PLANNING AND RESEARCH

State	State Planning & Research Program Section 5313(b)	Metropolitan Planning Program Section 5303	Total \$
Alabama	\$90,327	\$343,637	\$433,964
Alaska	\$41,250	\$158,000	\$199,250
Arizona	\$130,387	\$615,559	\$745,946
Arkansas	\$41,250	\$158,000	\$199,250
California	\$1,250,167	\$6,632,289	\$7,882,456
Colorado	\$116,731	\$512,345	\$629,076
Connecticut	\$120,554	\$451,330	\$571,884
Delaware	\$41,250	\$158,000	\$199,250
Distr. of Col.	\$41,250	\$211,644	\$252,894
Florida	\$499,635	\$2,101,510	\$2,601,145
Georgia	\$160,071	\$751,237	\$911,308
Hawaii	\$41,250	\$158,000	\$199,250
Idaho	\$41,250	\$158,000	\$199,250
Illinois	\$416,231	\$2,305,044	\$2,721,275
Indiana	\$132,187	\$564,428	\$696,615
Iowa	\$46,276	\$175,738	\$222,014
Kansas	\$50,005	\$202,032	\$252,037
Kentucky	\$62,683	\$245,039	\$307,722
Louisiana	\$109,377	\$438,000	\$547,377
Maine	\$41,250	\$158,000	\$199,250
Maryland	\$175,819	\$920,920	\$1,096,739
Massachusetts	\$232,221	\$1,115,798	\$1,348,019
Michigan	\$285,343	\$1,470,219	\$1,755,562
Minnesota	\$116,393	\$584,145	\$700,538
Mississippi	\$41,250	\$158,000	\$199,250
Missouri	\$136,609	\$695,407	\$832,016
Montana	\$41,250	\$158,000	\$199,250
Nebraska	\$41,250	\$158,000	\$199,250
Nevada	\$44,727	\$170,271	\$214,998
New Hampshire	\$41,250	\$158,000	\$199,250
New Jersey	\$325,454	\$1,949,100	\$2,274,554
New Mexico	\$41,250	\$158,000	\$199,250
New York	\$692,977	\$3,962,781	\$4,655,758
N. Carolina	\$123,360	\$461,482	\$584,842
N. Dakota	\$41,250	\$158,000	\$199,250
Ohio	\$326,801	\$1,371,909	\$1,698,710
Oklahoma	\$66,487	\$251,281	\$317,768
Oregon	\$69,713	\$285,601	\$355,314
Pennsylvania	\$353,827	\$1,909,473	\$2,263,300
Puerto Rico	\$104,332	\$421,842	\$526,174
Rhode Island	\$41,250	\$165,658	\$206,908
S. Carolina	\$70,041	\$261,905	\$331,946
S. Dakota	\$41,250	\$158,000	\$199,250
Tennessee	\$108,885	\$412,851	\$521,736
Texas	\$558,280	\$2,652,169	\$3,210,449
Utah	\$64,779	\$241,365	\$306,144
Vermont	\$41,250	\$158,000	\$199,250
Virginia	\$188,008	\$864,477	\$1,052,485
Washington	\$157,816	\$695,722	\$853,538
West Virginia	\$41,250	\$158,000	\$199,250
Wisconsin	\$120,997	\$557,792	\$678,789
Wyoming	\$41,250	\$158,000	\$199,250
Total	\$8,250,000	\$39,500,000	\$47,750,000



## SECTION 5310 PROGRAM

Section 5310 makes funds available to meet the special transportation needs of elderly persons and persons with disabilities. These funds are apportioned to the states annually by a formula that is based on the number of elderly persons and persons with disabilities in each state. In FY 1995, \$59 million was appropriated for the Section 5310 program, and an additional \$600,000 in flexible funds were transferred into the program. The program is administered through the states and it is at the state level that specific funding decisions are made.

Capital assistance is provided on an 80 percent Federal, 20 percent local matching basis, except vehicle-related equipment needed to meet Americans with Disabilities Act (ADA) and Clean Air Act Amendment (CAAA) requirements, which is fundable on a 90 percent Federal, 10 percent local matching basis. Those eligible to receive Section 5310 funding include private nonprofit agencies, public bodies approved by the state to coordinate services for elderly persons and persons with disabilities, or public bodies which certify to the Governor that no nonprofit corporations or associations are readily available in an area to provide the service.

The period of availability for Section 5310 funds is one year. Any amount of a state's apportionment remaining unobligated may be transferred to the Section 5311 or the Section 5307 program during the fourth quarter of the fiscal year. In FY 1995, \$2 million was transferred from the Section 5310 program to the Section 5311 program. Any Section 5310 funds left unobligated or not transferred at the end of the fiscal year will be reapportioned among all the states in a subsequent year's apportionment.

Since the program began in 1975, state agencies have obligated over \$600 million for the purchase of vehicles, equipment, or service designed to meet the needs of elderly persons and persons with disabilities. The Section 5310 program has enabled thousands of elderly persons and persons with disabilities to achieve greater mobility and independence.



**TABLE 10**  
**FY 1995 OBLIGATIONS FOR ELDERLY AND PERSONS WITH DISABILITIES**

STATE	OBLIGATION \$ AMOUNT *	NO. OF RECIPIENTS	VEHICLES WITH LIFTS OR RAMPS	NO. OF VEHICLES
ALABAMA	1,024,992	35	19	35
ALASKA	177,898	6	5	5
ARIZONA	906,038	26	25	25
ARKANSAS	722,086	28	12	15
CALIFORNIA	5,466,199	54	111	111
COLORADO	707,167	11	15	15
CONNECTICUT	753,544	33	29	29
DELAWARE	258,532	7	7	7
DISTRICT OF COLUMBIA	256,760	10	4	10
FLORIDA	3,694,965	93	49	141
GEORGIA	1,323,280	7	12	20
HAWAII	323,532	8	8	8
IDAHO	330,633	6	6	6
ILLINOIS	2,445,469	59	36	62
INDIANA	1,266,164	42	29	53
IOWA	774,796	9	4	4
KANSAS	652,722	16	18	21
KENTUCKY	983,128	19	19	46
LOUISIANA	986,248	37	29	38
MAINE	408,472	8	9	11
MARYLAND	990,819	30	22	30
MASSACHUSETTS	1,418,476	21	42	42
MICHIGAN	2,052,334	19	31	38
MINNESOTA	1,004,512	31	31	31
MISSISSIPPI	527,078	16	11	19
MISSOURI	1,283,753	52	10	58
MONTANA	304,969	9	7	10
NEBRASKA	465,997	18	14	21
NEVADA	351,713	9	9	9
NEW HAMPSHIRE	333,348	11	7	11
NEW JERSEY	1,699,032	38	38	41
NEW MEXICO	412,202	18	18	18
NEW YORK	3,127,104	76	75	75
NORTH CAROLINA	1,502,241	26	24	57
NORTH DAKOTA	262,527	7	6	8
OHIO	1,907,095	68	62	79
OKLAHOMA	851,097	27	24	27
OREGON	1,128,231	17	25	27
PENNSYLVANIA	2,992,388	46	83	83
PUERTO RICO	752,936	19	20	20
RHODE ISLAND	365,740	6	9	9
SOUTH CAROLINA	823,332	32	8	31
SOUTH DAKOTA	281,928	6	6	10
TENNESSEE	1,206,716	52	64	66
TEXAS	3,089,856	81	50	108
UTAH	385,465	9	7	11
VERMONT	436,464	18	0	8
VIRGIN ISLANDS	133,796	4	2	2
VIRGINIA	1,254,552	31	20	52
WASHINGTON	929,522	8	27	28
WEST VIRGINIA	606,919	22	19	19
WISCONSIN	1,150,377	23	66	66
WYOMING	204,077	7	7	7
<b>TOTAL</b>	<b>57,699,221</b>	<b>1,371</b>	<b>1,290</b>	<b>1,783</b>

\* FUNDS FOR THE FOLLOWING STATES WERE TRANSFERRED TO THE NONURBANIZED AREA FORMULA PROGRAM FOR OBLIGATION: NEW YORK, \$784,000; MISSISSIPPI, \$175,000; OHIO, \$592,000; WASHINGTON, \$197,655; AMERICAN SAMOA, \$52,083; GUAM, \$131,927; AND NO. MARIANAS, \$51,902.

OBLIGATIONS FOR THE FOLLOWING STATES INCLUDE FLEXIBLE FUNDS:  
ILLINOIS-\$50,000; OREGON-\$335,590; AND VERMONT-\$200,000.

### NONURBANIZED FORMULA PROGRAM (SECTION 5311)

The Section 5311 program provides funding for public transportation in nonurbanized areas. From fiscal year 1979, when the program was authorized, until fiscal year 1991, Congress appropriated \$65-75 million annually for Section 18, but since ISTEA was enacted, the annual appropriation has been higher, at 5.5% of the total appropriation for urbanized and nonurbanized areas. In fiscal year 1995, \$132.9 million was appropriated. In addition, since 1984 Section 5311 has been supplemented by funds transferred annually to Section 5311 from the Governor's apportionment of urbanized area formula funds for cities under 200,000. Flexible funds may also be transferred to Section 5311, and in FY 1995, \$8.2 million was transferred.

FTA apportions funds for nonurbanized areas to the states according to a statutory formula based on each state's population in rural and small urban areas (under 50,000 population). The funds are available to the state for obligation for the year of apportionment plus two additional years. The states administer the program in accordance with State Management Plans. Eligible recipients include public bodies and private non-profit organizations. Participation by private for-profit enterprises under contract to an eligible recipient is encouraged.

The FTA financial assistance may be used for capital and administrative expenses, with a Federal share of eighty percent, and for operating expenses, with a Federal share of fifty percent. The state may use up to fifteen percent of its apportionment for program administration, planning, and technical assistance, with no local match required. Coordination with other federally assisted transportation services is encouraged, and income received through purchase of service contracts with human service agencies may be used as local match.

Each state must spend fifteen percent of its apportionment for the support of intercity bus transportation, unless the governor certifies that the intercity bus transportation needs of the state are adequately met.

### RURAL TRANSIT ASSISTANCE PROGRAM

Since fiscal year 1987, Congress has appropriated \$4.25 to \$4.6 million a year for the state Rural Transit Assistance Program (RTAP) to provide training, technical assistance, research, and related support services, for providers of rural public transportation. FTA allocates funds to the states using the nonurbanized population based formula along with a floor of \$50,000 to each state, and \$10,000 to each insular area. There is no local share requirement. Additional RTAP funds are used to support a national program, which produces training materials and operates a national resource center.

TABLE 11

## NON-URBANIZED AREA FORMULA OBLIGATIONS IN FY 1995 BY STATE AND BY PURPOSE

STATE	NO. OF SUB- RECIPIENTS	CAPITAL	OPERATING	PROJECT ADMIN	STATE ADMIN	INTERCITY BUS	TOTAL \$ OBLIGATIONS
ALABAMA	33	140,644	3,676,745	1,312,299	475,661	475,660	6,081,009
ALASKA	4	120,000	331,012	0	70,931	70,931	592,874
AMERICAN SAMOA	1	173,966	0	0	26,838	0	200,804
ARIZONA	15	315,560	925,634	298,622	218,143	218,144	1,976,103
ARKANSAS	10	444,224	944,244	851,477	380,270	100,000	2,720,215
CALIFORNIA	76	3,979,050	4,015,499	0	928,116	928,116	9,850,781
COLORADO	18	41,450	805,105	276,100	198,115	0	1,320,770
CONNECTICUT	5	615,784	878,107	0	179,700	0	1,673,591
DELAWARE	0	0	0	0	0	0	0
FLORIDA	52	1,500,001	3,380,922	0	0	596,633	5,477,556
GEORGIA	72	1,400,996	1,276,508	568,000	695,464	695,464	4,636,432
GUAM	1	0	286,212	0	50,508	0	336,720
HAWAII	3	2,454,323	355,772	82,873	0	0	2,892,968
IDAHO	9	161,333	504,722	340,121	157,474	157,474	1,321,124
ILLINOIS	26	0	2,265,618	1,442,073	185,000	632,985	4,525,676
INDIANA	19	502,130	2,857,240	0	50,000	601,654	4,011,024
IOWA	26	605,274	1,592,354	0	153,850	396,437	2,747,915
KANSAS	92	496,879	1,237,622	0	52,500	315,354	2,102,355
KENTUCKY	20	768,747	2,503,838	50,000	200,003	523,577	4,046,165
LOUISIANA	34	250,000	2,189,823	0	430,556	0	2,870,379
MAINE	14	802,876	544,265	422,408	211,600	207,761	2,188,910
MARYLAND	20	886,007	801,216	61,620	15,000	0	1,763,843
MASSACHUSETTS	12	0	993,143	304,076	277,975	277,976	1,853,170
MICHIGAN	62	1,532,319	4,237,910	0	0	752,805	6,523,034
MINNESOTA	85	628,000	4,675,047	0	856,068	856,068	7,015,183
MISSISSIPPI	17	52,468	1,508,116	587,216	422,743	422,743	2,993,286
MISSOURI	32	0	3,193,743	0	159,319	0	3,353,062
MONTANA	9	0	595,311	0	127,566	127,567	850,444
NEBRASKA	55	387,432	811,670	0	66,628	17,482	1,283,212
NEVADA	5	0	45,000	0	62,841	311,108	418,949
NEW HAMPSHIRE	8	1,164	530,351	402,516	166,384	166,396	1,266,811
NEW JERSEY	17	36,804	999,634	124,728	154,822	232,233	1,548,221
NEW MEXICO	14	290,480	288,098	530,699	242,293	263,717	1,615,287
NEW YORK	50	2,628,455	3,175,367	0	837,446	837,446	7,478,714
NORTH CAROLINA	62	4,427,419	286,376	4,705,728	1,289,615	535,030	11,244,168
NORTH DAKOTA	27	32,000	435,500	64,200	24,023	94,350	650,073
NORTHERN MARIANA	1	187,773	0	0	0	0	187,773
OHIO	33	2,196,918	3,138,788	0	905,690	905,690	7,147,086
OKLAHOMA	17	713,290	1,578,297	822,704	250,000	0	3,364,291
OREGON	23	1,297,100	1,542,558	500,214	574,586	644,450	4,558,908
PENNSYLVANIA	30	0	5,629,831	0	400,000	1,010,306	7,040,137
PUERTO RICO	7	1,408,919	0	0	301,912	301,912	2,012,743
RHODE ISLAND	1	0	0	252,836	5,001	0	257,837
SOUTH CAROLINA	12	481,396	982,915	1,058,812	445,256	0	2,968,379
SOUTH DAKOTA	15	202,162	337,060	274,865	39,710	114,995	968,792
TENNESSEE	11	1,716,684	1,726,698	969,679	0	574,776	4,987,837
TEXAS	42	489,703	4,312,861	1,723,997	500,000	1,213,511	8,240,072
UTAH	4	356,803	50,000	0	87,172	87,173	581,148
VERMONT	8	1,942,800	431,081	274,348	100,000	0	2,748,229
VIRGIN ISLANDS	1	0	124,699	0	22,006	0	146,705
VIRGINIA	15	0	3,499,471	0	0	0	3,499,471
WASHINGTON	13	1,422,396	315,318	0	285,653	357,066	2,380,433
WEST VIRGINIA	12	421,445	1,299,008	0	303,609	0	2,024,062
WISCONSIN	50	550,265	2,700,542	0	90,000	817,160	4,157,967
WYOMING	16	161,123	305,359	115,375	48,914	73,372	704,143
TOTAL	1,316	39,224,562	81,122,210	18,417,586	13,726,961	16,915,522	169,406,841





FY 1995  
NON-URBANIZED AREA FORMULA OBLIGATIONS  
(BY CATEGORY)

Figure 11

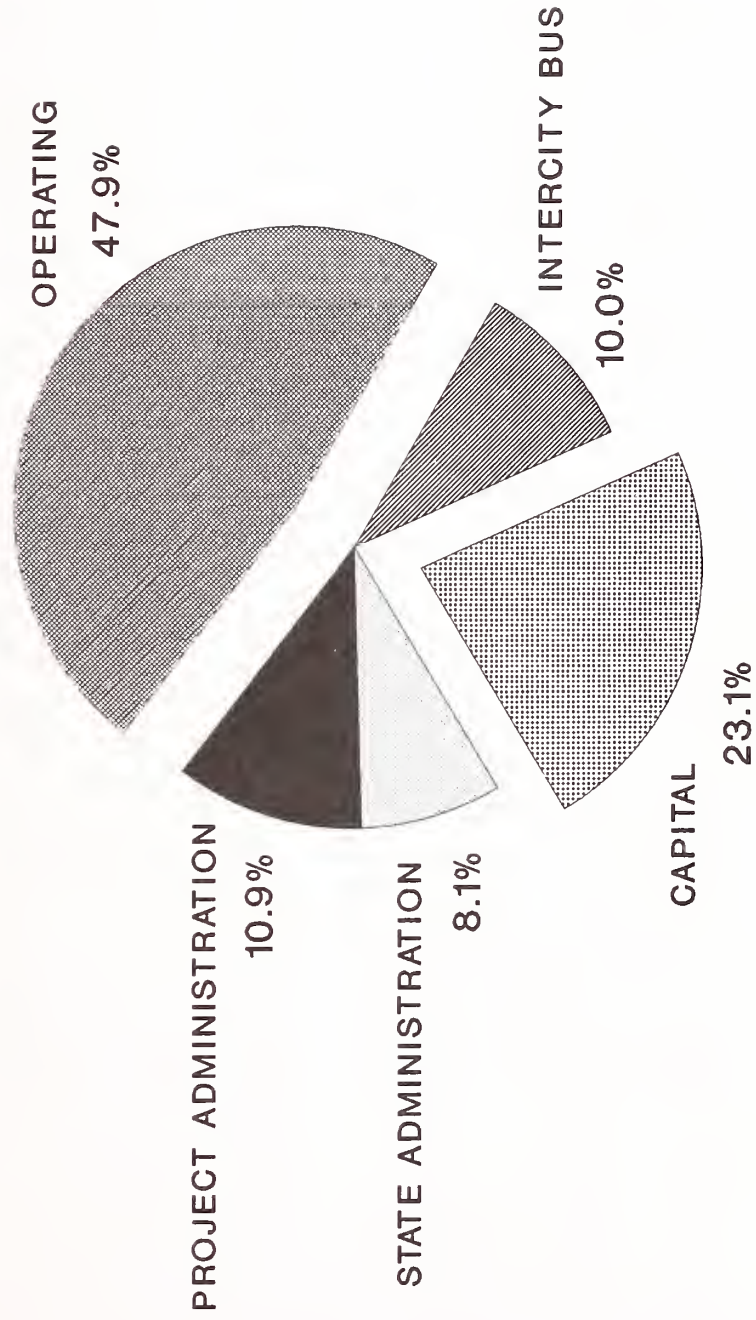




TABLE 11-1

## NON-URBANIZED AREA FORMULA FUNDS OBLIGATED IN FY 1995 FOR INTERCITY BUS BY CATEGORY

STATE	CAPITAL	OPERATING	PLANNING	PROJECT ADMIN.	STATE ADMIN.	PROGRAM RESERVE	\$ TOTAL OBLIGATIONS
ALABAMA	0	0	0	0	0	475,660	475,660
ALASKA	0	0	70,931	0	0	0	70,931
AMERICAN SAMOA	0	0	0	0	0	0	0
ARIZONA	0	218,144	0	0	0	0	218,144
ARKANSAS	0	0	0	0	0	100,000	100,000
CALIFORNIA	0	0	0	0	0	928,116	928,116
COLORADO	0	0	0	0	0	0	0
CONNECTICUT	0	0	0	0	0	0	0
DELAWARE	0	0	0	0	0	0	0
FLORIDA	366,633	230,000	0	0	0	0	596,633
GEORGIA	0	0	0	0	0	695,464	695,464
GUAM	0	0	0	0	0	0	0
HAWAII	0	0	0	0	0	0	0
IDAHO	0	103,350	0	54,124	0	0	157,474
ILLINOIS	0	0	0	0	0	632,985	632,985
INDIANA	60,000	98,797	116,300	39,200	0	287,357	601,654
IOWA	0	396,437	0	0	0	0	396,437
KANSAS	160,000	113,838	0	0	0	41,516	315,354
KENTUCKY	101,000	422,577	0	0	0	0	523,577
LOUISIANA	0	0	0	0	0	0	0
MAINE	0	79,327	0	25,964	0	102,470	207,761
MARYLAND	0	0	0	0	0	0	0
MASSACHUSETTS	0	0	277,976	0	0	0	277,976
MICHIGAN	752,805	0	0	0	0	0	752,805
MINNESOTA	0	0	856,068	0	0	0	856,068
MISSISSIPPI	0	338,194	84,549	0	0	0	422,743
MISSOURI	0	0	0	0	0	0	0
MONTANA	0	0	0	0	0	127,567	127,567
NEBRASKA	0	0	0	0	17,482	0	17,482
NEVADA	95,000	135,000	0	81,108	0	0	311,108
NEW HAMPSHIRE	60,000	48,500	0	46,500	0	11,396	166,396
NEW JERSEY	0	0	0	0	0	232,233	232,233
NEW MEXICO	19,600	148,485	0	95,632	0	0	263,717
NEW YORK	800,000	37,446	0	0	0	0	837,446
NORTH CAROLINA	0	0	0	0	0	535,030	535,030
NORTH DAKOTA	46,750	47,600	0	0	0	0	94,350
NORTHERN MARIANA	0	0	0	0	0	0	0
OHIO	0	0	0	0	0	905,690	905,690
OKLAHOMA	0	0	0	0	0	0	0
OREGON	124,000	127,150	40,000	0	109,200	244,100	644,450
PENNSYLVANIA	0	1,010,306	0	0	0	0	1,010,306
PUERTO RICO	0	0	0	0	0	301,912	301,912
RHODE ISLAND	0	0	0	0	0	0	0
SOUTH CAROLINA	0	0	0	0	0	0	0
SOUTH DAKOTA	0	114,995	0	0	0	0	114,995
TENNESSEE	0	0	0	0	0	574,776	574,776
TEXAS	0	0	0	0	0	1,213,511	1,213,511
UTAH	0	0	87,173	0	0	0	87,173
VERMONT	0	0	0	0	0	0	0
VIRGIN ISLANDS	0	0	0	0	0	0	0
VIRGINIA	0	0	0	0	0	0	0
WASHINGTON	0	357,066	0	0	0	0	357,066
WEST VIRGINIA	0	0	0	0	0	0	0
WISCONSIN	0	88,619	0	0	0	728,541	817,160
WYOMING	0	55,028	18,344	0	0	0	73,372
TOTAL	2,585,788	4,170,859	1,551,341	342,528	126,682	8,138,324	16,915,522

TABLE 12

## NON-URBANIZED AREA FORMULA OBLIGATIONS FOR VEHICLES

	STANDARD BUS	MEDIUM BUS	SMALL BUSES	TROLLEY STYLE BUS	COMMUTER/ INTERCITY BUS	VANS	STATION WAGONS & SEDANS	FY 1995 VEHICLE TOTAL
ALABAMA	0	0	4	0	0	55	0	59
ALASKA	0	0	0	0	0	3	0	3
AMERICAN SAMOA	0	0	0	0	0	1	0	1
ARIZONA	0	0	7	0	0	2	0	9
ARKANSAS	0	0	1	0	0	9	0	10
CALIFORNIA	10	10	22	1	0	11	0	54
COLORADO	0	0	1	0	0	0	0	1
CONNECTICUT	0	0	11	0	0	0	0	11
DELAWARE	0	0	0	0	0	0	0	0
FLORIDA	0	3	15	0	0	23	2	43
GEORGIA	0	0	0	0	0	34	0	34
GUAM	0	0	0	0	0	0	0	0
HAWAII	0	0	0	0	22	0	0	22
IDAHO	0	0	2	0	0	2	0	4
ILLINOIS	0	0	0	0	0	0	0	0
INDIANA	0	0	3	0	0	10	3	16
IOWA	0	0	4	0	0	2	0	6
KANSAS	0	0	0	0	0	20	0	20
KENTUCKY	0	0	1	0	0	7	0	8
LOUISIANA	0	0	0	0	0	11	0	11
MAINE	0	0	1	0	0	0	0	1
MARYLAND	4	0	2	0	0	2	0	8
MASSACHUSETTS	0	0	0	0	0	0	0	0
MICHIGAN	0	0	6	1	0	0	0	7
MINNESOTA	0	0	15	0	0	0	0	15
MISSISSIPPI	0	0	0	0	0	0	0	0
MISSOURI	0	0	0	0	0	0	0	0
MONTANA	0	0	0	0	0	0	0	0
NEBRASKA	0	0	0	0	0	18	0	18
NEVADA	0	0	0	0	2	0	0	2
NEW HAMPSHIRE	0	0	0	0	2	0	0	2
NEW JERSEY	0	0	1	0	0	0	0	1
NEW MEXICO	0	0	3	0	1	6	0	10
NEW YORK	3	1	33	0	1	0	0	38
NORTH CAROLINA	6	0	24	0	0	116	0	146
NORTH DAKOTA	0	0	0	0	0	0	2	2
NO. MARIANAS	0	0	0	0	0	0	0	0
OHIO	0	1	1	0	0	59	4	65
OKLAHOMA	0	0	2	0	0	4	0	6
OREGON	2	0	13	0	3	15	0	33
PENNSYLVANIA	0	0	0	0	0	0	0	0
PUERTO RICO	0	0	0	7	0	0	0	7
RHODE ISLAND	0	0	0	0	0	0	0	0
SOUTH CAROLINA	1	0	0	0	0	10	0	11
SOUTH DAKOTA	0	0	6	0	0	0	0	6
TENNESSEE	0	0	0	0	0	54	0	54
TEXAS	0	0	7	1	0	11	0	19
UTAH	1	2	1	0	0	0	0	4
VERMONT	0	1	10	1	0	0	0	12
VIRGIN ISLANDS	0	0	0	0	0	0	0	0
VIRGINIA	0	0	0	0	0	0	0	0
WASHINGTON	0	4	8	0	0	2	0	14
WEST VIRGINIA	0	0	0	0	0	1	0	1
WISCONSIN	0	0	3	0	0	5	11	19
WYOMING	0	0	6	0	0	0	0	6
TOTAL	27	22	213	11	31	493	22	819

NOTE: The medium bus purchased in New York is a school bus..

TABLE 13

FY 1995 OBLIGATIONS  
RURAL TRANSIT ASSISTANCE PROGRAMS  
BY STATE AND BY ACTIVITY

	TRAINING	TECHNICAL ASSISTANCE	RESEARCH	SUPPORT SERVICES	TOTAL \$
ALABAMA	10,000	40,000	35,000	13,311	98,311
ALASKA	53,204	4,000	0	0	57,204
AMERICAN SAMOA	11,027	0	0	0	11,027
ARIZONA	54,156	14,000	4,000	0	72,156
ARKANSAS	88,623	0	0	0	88,623
CALIFORNIA	144,266	0	0	0	144,266
COLORADO	70,122	0	0	0	70,122
CONNECTICUT	65,000	3,253	0	0	68,253
DELAWARE	0	0	0	0	0
FLORIDA	80,598	30,000	0	0	110,598
GEORGIA	0	120,636	0	0	120,636
GUAM	0	0	0	0	0
HAWAII	28,082	24,712	0	5,141	57,935
IDAHO	25,000	35,000	3,500	2,494	65,994
ILLINOIS	28,572	57,145	11,429	17,144	114,290
INDIANA	23,658	56,329	22,532	10,139	112,658
IOWA	90,265	0	0	0	90,265
KANSAS	21,681	38,887	17,432	4,030	82,030
KENTUCKY	65,574	28,300	0	19,000	112,874
LOUISIANA	66,730	20,000	0	7,000	93,730
MAINE	51,937	0	0	19,165	71,102
MARYLAND	55,000	16,344	0	5,000	76,344
MASSACHUSETTS	34,117	29,116	10,000	5,000	78,233
MICHIGAN	126,460	0	0	0	126,460
MINNESOTA	88,976	54,000	0	44,000	186,976
MISSISSIPPI	50,000	42,937	0	0	92,937
MISSOURI	91,247	10,000	0	0	101,247
MONTANA	37,500	25,457	0	0	62,957
NEBRASKA	28,360	41,190	0	0	69,550
NEVADA	16,000	25,000	0	15,383	56,383
NEW HAMPSHIRE	38,000	19,000	0	9,900	66,900
NEW JERSEY	42,000	32,186	0	0	74,186
NEW MEXICO	69,005	0	0	69,005	138,010
NEW YORK	70,057	65,000	0	0	135,057
NORTH CAROLINA	35,000	84,356	0	21,000	140,356
NORTH DAKOTA	33,350	26,232	0	0	59,582
NORTHERN MARIANAS	0	0	0	0	0
OHIO	30,000	111,988	0	0	141,988
OKLAHOMA	50,828	37,993	0	0	88,821
OREGON	103,729	59,000	0	0	162,729
PENNSYLVANIA	20,000	116,000	0	16,614	152,614
PUERTO RICO	40,664	15,000	10,000	15,000	80,664
RHODE ISLAND	49,928	4,000	0	0	53,928
SOUTH CAROLINA	70,223	0	0	25,000	95,223
SOUTH DAKOTA	47,680	2,000	5,000	7,000	61,680
TENNESSEE	20,500	87,878	0	0	108,378
TEXAS	72,126	101,126	0	0	173,252
UTAH	24,677	24,177	10,000	0	58,854
VERMONT	30,443	30,000	0	0	60,443
VIRGINIA	60,000	41,758	0	0	101,758
VIRGIN ISLANDS	12,235	0	0	0	12,235
WASHINGTON	47,703	33,563	0	5,000	86,266
WEST VIRGINIA	18,000	58,837	0	4,000	80,837
WISCONSIN	46,000	20,000	0	36,500	102,500
WYOMING	25,279	13,788	10,341	8,044	57,452
TOTAL	2,563,582	1,700,188	139,234	383,870	4,786,874

FUNDING FOR GUAM (\$12,923) AND NORTHERN MARIANAS (\$10,952) WAS TRANSFERRED TO THE NON-URBANIZED AREA FORMULA PROGRAM.

## FLEXIBLE FUNDS

The 1991 ISTEA legislation provided flexible funding opportunities to state and local governments allowing them the option of using some FEDERAL HIGHWAY funds for transit projects and vice versa. Over \$70 billion in Federal Highway or transit projects is usable within the six-year life of the authorization at the discretion of state and local officials. Over \$12 billion was available for flexible fund use in FY 1995. These funds can be transferred to Sections 5307, 5310, 5311, 5313(b) and the Interstate Substitute Program to finance transit projects.

In FY 1995, there was a total of \$1.03 billion available flexible funds of which \$801.8 million was transferred in FY 1995. The remaining available \$232 million is the unobligated carryover of prior year transfers. Like the three previous years, CMAQ led in the requests for transfers of flexible funds constituting 60 percent of the funds transferred in FY 1995. Second in demand were the STP funds that represented 25 percent of the transfers. FHWA earmarks were determined at four percent and Interstate Substitute funds as 11 percent.

The flexible fund obligations rose sharply in FY 1995 to \$907.3 million, almost twice the amount of obligations (\$473.8 million) posted in FY 1994. The composition of these obligations is \$494.4 million (55 percent) in CMAQ; \$280.2 million (31 percent) in STP; \$49.4 million (5 percent) in FHWA earmarks and \$83.3 million (9 percent) in Interstate Substitute funds. The FY 1995 obligations represented 234 projects in 39 states compared to 166 in 38 states last year. As in the three previous years, the bus category ranked first in the amount of flexible funds that were used; \$401.1 million or 44 percent followed by 33 percent for fixed guideway; 14 percent for new systems; and nine percent for miscellaneous projects.

The flexible funds transferred from FHWA are drawn from the following sources:

Surface Transportation Program (STP). STP is the largest FHWA flexible funds program. Funding is at 80 percent Federal share and may be used for all projects eligible for funds under current FTA programs excluding Section 5307 operating assistance. In FY 1995, there was a total of \$313.9 million available of which \$112.6 million was comprised of prior year unobligated carryover funds. STP obligations for FY 1995 were \$280.2 million which is 89.3 percent of the STP funds available.

The Congestion Mitigation and Air Quality Improvement (CMAQ) Program. CMAQ funds are used to support transportation projects in air quality nonattainment areas. A CMAQ project must contribute to the attainment of the national ambient air quality standards by reducing pollutant emissions from transportation sources. Aggregately, there was a total of \$801.8 million available transferred flexible funds accounted for in FY 1995 of which \$484.1 million or 60.3 percent was obligated for CMAQ projects. Of the total, \$582.3 million of CMAQ funds available in FY 1995, \$494.4 million or 84.9 percent of these funds were used for transit projects.

Interstate Substitute Funds. While these Highway funds are now eligible for transit use, they are limited to the construction and improvements of fixed guideways, the purchase of rolling stock (buses) and other transportation equipment, and any other project eligible under FTA's Section 5309 capital grant program. In FY 1995, \$83.3 million was transferred to FTA and obligated.

FHWA Earmark. Several transit projects are earmarked under ISTEA Title I as innovative demonstration, congestion relief and intermodal projects. In FY 1995, \$34.1 million was transferred increasing the funds available to a total of \$54.3 million of which \$49.4 million was obligated.



## ISTEA Flexible Funds from FHWA Obligated in FY 1995 for Use in FTA Transit Projects

GRANTEE	SECTION (\$)	DESCRIPTION	CMAQ	STP	TOTAL TRANSFERRED	TOTAL OBLIGATED IN FY 1995
AK-Anchorage	5307	Purchase 12 buses	3,014,746	0	3,014,746	3,014,746
AK-Juneau	5311	RTAP/Intercity bus	0	120,000	120,000	120,000
Subtotal (AK)			3,014,746	120,000	3,134,746	3,134,746
AL-Birmingham	5307	Purchase van*	100,000	0	100,000	100,000
AL-Birmingham	5307	Purchase van*	0	120,000	120,000	120,000
AL-DOT	5311	Transportation for E&H	0	404,958	404,958	404,958
Subtotal (AL)			100,000	524,958	624,958	624,958
AZ-Phoenix	5307	Purchase 26 buses	6,239,831	0	6,239,831	6,239,831
AZ-Phoenix	5307	Purchase vehicles/equip	6,506,700	1,670,300	8,177,000	8,177,000
AZ-Tucson	5307	Purchase vehs/equip	0	330,050	330,050	330,050
Subtotal (AZ)			12,746,531	2,000,350	14,746,881	14,746,881
CA-Bakersfield	5307	Recovery from prior year oblig	492,000	0	492,000	492,000
CA-DOT	5307	Intermodal facility / Land acq.	524,000	0	524,000	0
CA-DOT	5311	Purchase 2 buses, rehab station	1,264,505	154,560	1,419,065	1,416,066
CA-DOT	5307	Purchase buses	0	468,000	468,000	468,000
CA-DOT	5307	Capital assistance	115,000	0	115,000	115,000
CA-DOT	5307	New service	113,318	0	113,318	113,280
CA-DOT	5307	Purchase buses	600,000	0	600,000	600,000
CA-DOT	5311	Capital assistance	781,031	0	781,031	781,031
CA-DOT	5307	Signal preemption/serv cntr dsgn	0	435,100	435,100	435,000
CA-DOT	5307	Purchase vehicles & equipment	0	1,983,000	1,983,000	1,982,750
CA-DOT	5307	Capital assistance	588,300	0	588,300	588,300
CA-DOT	5307	Capital assistance	10,000	0	10,000	10,000
CA-DOT	5307	Purchase buses/equip	500	0	500	0
CA-DOT	5311	Capital assistance	1,164,250	368,000	1,532,250	1,466,250
CA-DOT	5307	Purchase vehs/Cap assistance	1,192,980	0	1,192,980	1,192,980
CA-Fairfield	5307	Const. Multimodal Transit Fac	2,510,000	0	2,510,000	0
CA-Fresno	5307	Capital assistance	2,054,400	0	2,054,400	2,054,400
CA-Los Angeles	5307	MOS-2	0	36,500,000	36,500,000	36,500,000
CA-Los Angeles	5307	MOS-2	0	15,600,000	15,600,000	15,600,000
CA-Los Angeles	5307	Construct Transit Center	0	19,600,000	19,600,000	19,600,000
CA-Los Angeles	5307	Construct Transit Center	0	2,036,000	2,036,000	2,036,000
CA-Los Angeles	5307	MOS-3	20,000,000	0	20,000,000	20,000,000
CA-Los Angeles	5307	Purchase 22 standard buses*	4,220,000	0	4,220,000	4,220,000
CA-Los Angeles	5307	Purchase 177 AFI Buses*	32,536,000	15,745,000	48,281,000	48,281,000
CA-Los Angeles	5307	Purchase 23 buses	4,111,000	0	4,111,000	0
CA-Los Angeles	5307	Lease payments for buses	400	0	400	400
CA-Los Angeles	5307	Intermodal transit center	0	10,000,000	10,000,000	10,000,000
CA-Los Angeles	5307	Purchase vehicles & equipment	0	26,400,000	26,400,000	26,400,000
CA-Los Angeles	5307	Purchase vehicles & equipment	5,000,000	0	5,000,000	5,000,000
CA-Los Angeles/Grdn	5307	Purchase buses	0	288,000	288,000	288,000
CA-Oxnard	5307	Capital assistance*	2,582,000	0	2,582,000	2,582,000
CA-Oxnard/Ventura	5307	Demo projects	157,500	0	157,500	157,500
CA-Sacramento	5307	Purchase buses*	890,312	0	890,312	890,310
CA-Sacramento	5307	ADA improvements*	3,960	0	3,960	0
CA-Sacramento	5307	Purchase buses/Maint. facility*	796,770	101,118	897,888	897,886
CA-Sacramento	5307	Purchase buses/Maint. facility*	0	40,530	40,530	40,530
CA-Sacramento	5307	CNG fuel system*	1,148	0	1,148	0
CA-Sacramento	5307	Capital assistance	0	281,792	281,792	0
CA-Sacramento	5307	Rail/ADA improvements	0	1,966,429	1,966,429	0
CA-San Bernardino	5307	Trolley demo project	1,097,525	0	1,097,525	1,097,525
CA-San Diego	5307	Recovery from prior year oblig	69,000	411,000	480,000	0
CA-San Diego	5307	Capital assistance	1,887,267	0	1,887,267	1,887,267
CA-San Francisco	5307	Construction of bus terminals*	2,183,100	1,200,000	3,383,100	1,856,400
CA-San Francisco	5307	Purchase buses	0	660,000	660,000	0
CA-San Francisco	5307	Transfer center / fareboxes	354,000	579,000	933,000	933,000
CA-San Francisco	5307	Construct Park & Ride facility*	400,000	0	400,000	0
CA-San Francisco	5307	Capital projects	4,827,000	7,479,492	12,306,492	4,460,000
CA-San Francisco	5307	Replace bus/ferry fuel system	600,000	255,000	855,000	855,000
CA-San Francisco	5307	Track rehab	0	2,798,000	2,798,000	550,000
CA-San Francisco	5307	Purchase buses	354,000	94,000	448,000	448,000
CA-San Francisco	5307	Bus projects	1,137,000	0	1,137,000	1,137,000
CA-San Francisco	5307	Track rehab / Purchase equip	0	4,748,000	4,748,000	4,748,000
CA-San Francisco	5307	Purchase replacement buses	1,436,000	250,000	1,686,000	1,686,000
CA-San Francisco	5307	Station/car rehab	15,000,000	0	15,000,000	15,000,000

## ISTEA Flexible Funds from FHWA Obligated in FY 1995 for Use in FTA Transit Projects

GRANTEE	SECTION (\$)	DESCRIPTION	CMAQ	STP	TOTAL TRANSFERRED	TOTAL OBLIGATED IN FY 1995
CA-San Jose	5307	Station stops/Terminal improvmt	560,000	0	560,000	560,000
CA-San Jose	5307	Facility modification	0	3,260,000	3,260,000	3,120,000
CA-San Jose	5307	Real estate ROW	4,000,000	0	4,000,000	4,000,000
CA-San Jose	5307	Capital assistance	1,551,000	553,000	2,104,000	2,101,750
CA-San Jose	5307	Capital assistance	0	340,000	340,000	340,000
CA-San Jose	5307	Track Design*	0	400,000	400,000	400,000
CA-Santa Barbara	5307	Carryover from old project*	20,000	0	20,000	0
CA-Santa Rosa	5307	PE for RR depot preservation	0	400,000	400,000	400,000
CA-Stockton	5307	Purchase buses/equip*	384,000	0	384,000	384,000
Subtotal (CA)			117,569,266	155,395,021	272,964,287	250,172,625
CO-Denver	5307	Renovate facility	900,000	610,000	1,510,000	1,510,000
Subtotal (CO)			900,000	610,000	1,510,000	1,510,000
CT-DOT	5307	Carryover from old project*	0	2	2	0
CT-DOT	5307	Purchase buses	0	700,000	700,000	0
CT-Hartford	5307	Griffin LRT study	0	200,000	200,000	0
CT-Norwalk	5307	Dev. train station	0	1,720,000	1,720,000	0
Subtotal (CT)			0	2,620,002	2,620,002	0
DC-WMATA	5307	Purchase 25 buses*	4,520,000	0	4,520,000	0
DC-WMATA	5307	Purchase buses	0	1,800,000	1,800,000	0
DC-WMATA	5307	Purchase buses	0	12,948,000	12,948,000	0
DC-WMATA	5307	Station improvements	0	12,000,000	12,000,000	12,000,000
DC-WMATA	5307	Purchase 1 van*	0	39,400	39,400	0
Subtotal (DC)			4,520,000	26,787,400	31,307,400	12,000,000
FL-DOT	5307	Purchase bus/equip*	0	633,750	633,750	633,750
FL-Orlando	5307	Design/Engrg. & land acquisi.*	0	600,000	600,000	600,000
FL-Tampa	5307	Purchase Buses	6,800,000	0	6,800,000	6,800,000
Subtotal (FL)			6,800,000	1,233,750	8,033,750	8,033,750
GA-Atlanta	5307	ADA elevators \ vans	0	1,229,600	1,229,600	1,229,600
GA-Atlanta	5307	Purchases buses	2,883,200	0	2,883,200	2,883,200
Subtotal (GA)			2,883,200	1,229,600	4,112,800	4,112,800
HI-DOT	5311	Pur buses & related equipment*	0	2,385,000	2,385,000	2,385,000
Subtotal (HI)			0	2,385,000	2,385,000	2,385,000
IA-DesMoines	5307	Capital assistance	0	50,400	50,400	50,400
IA-DesMoines	5311	Purchase vehicles	0	105,000	105,000	105,000
IA-DesMoines	5307	Purchase vans / TDM program	1,029,850	0	1,029,850	1,029,850
Subtotal (IA)			1,029,850	155,400	1,185,250	1,185,250
ID-Boise	5307	Purchase 3 sm buses & equip	264,000	0	264,000	264,000
ID-Pocatello	5307	Purchase buses	504,000	0	504,000	504,000
Subtotal (ID)			768,000	0	768,000	768,000
IL-Chicago	5307	Construct pedway	0	1,280,000	1,280,000	1,280,000
IL-Chicago (RTD)	5307	Construct comm. prking facilities	7,000,000	2,305,500	9,305,500	9,304,500
IL-Chicago (PACE)	5307	Park-n-Ride*	0	10,400	10,400	0
IL-Chicago	Int Substitute	Station rehab	0	120,000	120,000	120,000
IL-Chicago	5307	Construct bike path	0	900,000	900,000	900,000
IL-Chicago	5307	Station/car program	384,000	0	384,000	0
IL-Chicago	5307	Orange system study	2,800,000	0	2,800,000	240,000
IL-Chicago	5307	Construct parking lot	0	237,644	237,644	237,644
IL-Chicago	5307	Improvements on transit line	1,816,800	0	1,816,800	1,816,800
IL-Chicago	5307	Purchase buses	0	105,000	105,000	0
IL-Chicago	5307	Station rehab	0	27,000	27,000	0
IL-DOT	5307	Air quality planning	400,000	0	400,000	400,000
IL-DOT	5310	Purchase vehicles	0	50,000	50,000	50,000
IL-St. Louis	5307	Purchase buses	920,000	0	920,000	920,000
IL-St. Louis (IL)	5307	Purchase buses*	736,000	0	736,000	736,000
Subtotal (IL)			14,056,800	5,035,544	19,092,344	16,004,944
IN-Indianapolis	5307	Purchase vehicles/equip	296,760	0	296,760	296,760
IN-NWIN	5307	New service	321,200	0	321,200	321,200

## ISTEA Flexible Funds from FHWA Obligated in FY 1995 for Use in FTA Transit Projects

GRANTEE	SECTION (\$)	DESCRIPTION	CMAQ	STP	TOTAL TRANSFERRED	TOTAL OBLIGATED IN FY 1995
IN-NWIN	5307	New service	200,800	0	200,800	0
IN-NWIN	5307	Purchase buses	1,526,400	0	1,526,400	0
IN-NWIN	5307	Purchase buses	997,056	0	997,056	0
Subtotal (IN)			3,342,216	0	3,342,216	617,960
KY-Louisville	5307	Alternative Analysis*	320,000	0	320,000	0
Subtotal (KY)			320,000	0	320,000	0
LA-Shreveport	5307	Purchase vehicles/equip	0	1,055,403	1,055,403	1,055,403
LA-New Orleans	5307	Recovery from prior year oblig	0	1,600,000	1,600,000	1,600,000
Subtotal (LA)			0	2,655,403	2,655,403	2,655,403
MA-Boston	5307	Carryover from old project*	2	0	2	0
MA-Boston	5307	Old Colony restoration project	29,310,000	0	29,310,000	29,310,000
MA-Boston	5307	New shuttle service	77,937	0	77,937	77,937
MA-Boston	5307	New trolley shuttle service	75,000	0	75,000	75,000
MA-Boston	5307	Purchase buses	30,000	0	30,000	0
MA-Boston	5307	Purchase buses	385,000	0	385,000	0
MA-DOT	5307	Purchase 3 buses	0	588,151	588,151	0
MA-DOT	5307	Purchase vehicles/land	942,400	0	942,400	942,400
MA-DOT	5307	Purchase vehicles	1,294,327	0	1,294,327	827,924
MA-DOT	5307	Intermodal facility	400,000	0	400,000	400,000
MA-DOT	5307	Purchase buses	0	35,800	35,800	0
MA-DOT	5307	Purchase buses	509,800	0	509,800	0
MA-DOT	5311	Purchase buses	73,600	0	73,600	0
MA-DOT	5311	Purchase buses	30,000	0	30,000	0
MA-Springfield	5307	Purchase buses	3,200,000	0	3,200,000	3,200,000
MA-Springfield	5307	Purchase buses	66,000	0	66,000	0
MA-Worcester	5307	Eng/Design facility*	602,880	0	602,880	602,880
MA-Worcester	5307	Purchase buses	1,544,000	0	1,544,000	1,544,000
MA-Worcester	5307	Purchase buses	190,000	0	190,000	0
MA-Worcester	5307	Worcester Intermodal Facility*	690,320	0	690,320	0
Subtotal (MA)			39,421,266	623,951	40,045,217	36,980,141
MD-Baltimore	5307	Purchase vehicles/parking exp	4,964,000	0	4,964,000	4,964,000
Subtotal (MD)			4,964,000	0	4,964,000	4,964,000
ME-DOT	5307	Capital assistance	121,600	0	121,600	0
ME-DOT	5307	Demonstration Project	878,400	0	878,400	594,612
ME-DOT	5307	Purchase 3 buses*	0	1,568	1,568	0
ME-DOT	5311	Purchase buses / Design PNR*	1,411,200	0	1,411,200	0
ME-DOT	5307	AVCOG subscrip.bus service*	500,000	0	500,000	0
ME-DOT	5311	Station rehab	0	800,000	800,000	800,000
ME-DOT	5307	Demo project	121,600	0	121,600	121,600
ME-Portland	5307	Carryover funds from old project	0	3	3	0
Subtotal (ME)			3,032,800	801,571	3,834,371	1,516,212
MI-Detroit	5307	Purchase vehicles*	0	115,100	115,100	0
MI-Detroit	5307	Purchase 1 bus*	156,000	0	156,000	0
MI-Detroit	5307	Purchase vehicles	2,637,600	0	2,637,600	2,637,284
MI-Detroit	5307	Purchase buses/equip*	2,064,000	0	2,064,000	2,064,000
MI-Detroit	5307	Purchase buses & equipment	4,122,222	0	4,122,222	4,122,222
MI-Detroit	5307	Purchase vehs/equip	6,944,440	0	6,944,440	0
MI-DOT	5307	Recovery from prior year oblig	1,372	0	1,372	0
MI-DOT	5311	Purchase buses	152,000	89,200	241,200	202,000
MI-DOT	5307	Purchase buses/equip*	310,000	0	310,000	310,000
MI-DOT	5311	Purchase vehicles/equip	0	1,293,447	1,293,447	1,293,447
MI-DOT	5307	Purchase of 3 small vehicles	0	94,000	94,000	94,000
MI-DOT	5307	Purchase vehs/Cap assistance*	389,336	0	389,336	156,000
MI-Grand Rapids	5307	Purchase vehicles/equip	492,000	0	492,000	492,000
MI-Grand Rapids	5307	Purchase buses / New service	1,390,240	0	1,390,240	1,390,240
MI-Grand Rapids	5307	Lease land*	64,000	0	64,000	0
MI-Grand Rapids	5307	Ride Share Prog.*	160,000	0	160,000	160,000
MI-Grand Rapids	5307	Purchase buses/Expand service	1,820,000	0	1,820,000	1,820,000
MI-JATS	5307	Capital assistance	0	80,880	80,880	80,880
MI-Lansing	5307	Purchase 1 van	0	44,000	44,000	44,000
Subtotal (MI)			20,703,210	1,716,627	22,419,837	14,866,073



## ISTEA Flexible Funds from FHWA Obligated in FY 1995 for Use in FTA Transit Projects

GRANTEE	SECTION (\$)	DESCRIPTION	CMAQ	STP	TOTAL/ TRANSFERRED	TOTAL OBLIGATED IN FY 1995
MO-Bi-State Dev.	5307	Acquire land for PNR	640,000	0	640,000	640,000
Subtotal (MO)			640,000	0	640,000	640,000
MN-DOT	5307	Purchase buses	0	130,000	130,000	130,000
MN-DOT	5307	Purchase 1 bus	0	212,000	212,000	212,000
MN-DOT	5311	Capital assistance	0	628,000	628,000	628,000
MN-DOT	5307	Purchase buses	0	104,639	104,639	104,639
MN-Fargo	5307	Purchase buses & equipment	0	472,000	472,000	472,000
MN-Minneapolis	5307	Construct transit hub	0	328,000	328,000	328,000
Subtotal (MN)			0	1,874,639	1,874,639	1,874,639
MT-DOT	5307	Purchase buses	320,346	0	320,346	320,346
Subtotal (MT)			320,346	0	320,346	320,346
NE-DOT	5307	Recovery from prior year oblig	0	15,076	15,076	15,076
Subtotal (NE)			0	15,076	15,076	15,076
NH-DOT	5307	Intermodal station facility*	160,000	0	160,000	0
NH-DOT	5307	Intermodal Station Facility*	220,000	0	220,000	220,000
NH-DOT	5307	Purchase buses	180,000	0	180,000	0
NH-DOT	5307	Capital/planning assistance	148,000	0	148,000	144,244
NH-DOT	5307	Purchase buses	76,000	0	76,000	0
NH-DOT	5311	Purchase vehicles/equip*	234,060	0	234,060	0
NH-DOT	5311	Purchase buses	49,140	0	49,140	0
NH-DOT	5311	Capital assistance	49,140	0	49,140	49,140
Subtotal (NH)			1,116,340	0	1,116,340	413,384
NJ-New Jersey Transit	5307	PE/DEIS*	3,200,000	0	3,200,000	0
NJ-New Jersey Transit	5307	Capital assistance*	5,000,000	0	5,000,000	5,000,000
NJ-New Jersey Transit	5307	Capital assistance*	11,000,000	0	11,000,000	11,000,000
NJ-New Jersey Transit	5307	Hoboken Terminal*	0	1,500,000	1,500,000	0
NJ-New Jersey Transit	5307	Station improvements	0	5,000,000	5,000,000	5,000,000
NJ-New Jersey Transit	5307	Station improvements*	0	1,875,000	1,875,000	0
NJ-New Jersey Transit	5307	Experimental service*	11,500,000	0	11,500,000	11,500,000
Subtotal (NJ)			30,700,000	8,375,000	39,075,000	32,500,000
NM-Albuquerque	5307	Intermodal facility*	311,413	0	311,413	0
NM-Albuquerque	5307	Intermodal terminal	3,271,000	0	3,271,000	271,000
Subtotal (NM)			3,582,413	0	3,582,413	271,000
NV-Reno	5307	Purchase buses, vans, & equip	570,000	0	570,000	541,500
Subtotal (NV)			570,000	0	570,000	541,500
NY-DOT	5307	Capital assistance	0	208,000	208,000	208,000
NY-DOT	5307	Capital assistance / Planning	0	524,000	524,000	524,000
NY-DOT	5307	Capital assistance	1,408,000	2,080,000	3,488,000	3,488,000
NY-DOT	5307	Capital assistance	0	345,600	345,600	345,600
NY-DOT	5311	Capital assistance	200,000	426,000	626,000	626,000
NY-MTA	5313	Planning*	2,265,200	0	2,265,200	2,265,200
NY-MTA	5307	Design/construction of projects	4,400,000	24,534,928	28,934,928	28,934,928
NY-MTA	5307	Design/constrc. of various projts	28,040,000	3,469,120	31,509,120	31,509,120
NY-Nassau County	5307	Purchase buses	0	3,200,000	3,200,000	3,200,000
NY-Rochester	5307	Capital assistance	0	2,093,240	2,093,240	2,093,240
NY-Rochester	5307	Capital assistance	0	3,680,800	3,680,800	3,680,800
NY-Suffolk County	5307	Capital assistance	385,000	0	385,000	385,000
Subtotal (NY)			36,698,200	40,561,688	77,259,888	77,259,888
OH-Akron	5307	Purchase 9 buses*	1,988,438	0	1,988,438	1,988,438
OH-Akron	5307	Purchase RR ROW	0	1,000,000	1,000,000	1,000,000
OH-Akron	5307	Acquisition of ROW	0	123,188	123,188	123,188
OH-Akron	5307	Purchase buses/Const fuel fac	2,686,148	0	2,686,148	2,686,148
OH-Canton	5307	Purchase buses	0	97,800	97,800	97,778
OH-Cleveland	5307	Design/construct PNR	4,640,000	0	4,640,000	4,640,000
OH-Cleveland	5307	Street realignment (transit cntr)	0	2,400,000	2,400,000	2,399,734
OH-Cleveland	5307	Purchase vehicles/Const garage	16,248,000	0	16,248,000	16,248,000
OH-Dayton	5307	Purchase/install trolley system	300,000	0	300,000	300,000
OH-Dayton	5307	Purchase buses/Const PNR cntr	1,710,800	0	1,710,800	1,710,800

## ISTEA Flexible Funds from FHWA Obligated in FY 1995 for Use in FTA Transit Projects

GRANTEE	SECTION (§)	DESCRIPTION	CMAQ	STP	TOTAL TRANSFERRED	TOTAL OBLIGATED IN FY 1995
OH-Dayton	5307	Purchase vehicles/equipment	1,533,800	0	1,533,800	0
OH-DOT	5307	Purchase vehicles	0	110,190	110,190	110,190
OH-SORTA	5307	Carryover from old project*	0	400	400	0
OH-SORTA	5307	ROW acquisition	0	2,000,000	2,000,000	2,000,000
OH-SORTA	5307	Purchase buses	11,849,000	0	11,849,000	11,849,000
OH-SORTA	5307	Reduced fare demo	860,000	0	860,000	860,000
OH-Ohio State	5307	Planning	0	5,300	5,300	0
OH-Toledo	5307	Capital assistance	0	2,240,000	2,240,000	2,240,000
OH-Toledo	5307	Purchase replacement bus*	100,000	160,000	260,000	0
Subtotal (OH)			41,916,186	8,136,878	50,053,064	48,253,276
OK-Oklahoma City	5307	Purchase 2 30ft replacem buses	400,000	0	400,000	400,000
OK-Oklahoma City	5307	Purchase vehicles	400,000	0	400,000	0
OK-Tulsa	5307	Purchase 1 bus/equip*	228,000	0	228,000	228,000
OK-Tulsa	5307	Purchase buses	140,000	0	140,000	0
Subtotal (OK)			1,168,000	0	1,168,000	628,000
OR-DOT	5307	PNR / Planning	0	1,020,750	1,020,750	1,020,750
OR-Portland	5307	Capital Assistance*	0	11,000,000	11,000,000	11,000,000
OR-Portland-Vancouver	5307	E&D, Ped/Bike, spec. minibuses	0	11,000,000	11,000,000	11,000,000
OR-Portland-Vancouver	5307	Special needs mini-buses	55,400	1,248,017	1,303,417	1,303,417
OR-Salem	5307	Bike Racks*	0	21,600	21,600	21,600
OR-Salem	5310	Purchase vans	0	335,590	335,590	335,590
Subtotal (OR)			55,400	24,625,957	24,681,357	24,681,357
PA-Erie	5307	Purchase buses	320,000	0	320,000	320,000
PA-Johnstown	5307	Rehab Incl. Bridge*	0	528,000	528,000	140,536
PA-Johnstown	5307	Construct bike paths*	0	40,000	40,000	0
PA-Johnstown	5307	Marketing Program	48,000	0	48,000	48,000
PA-Lancaster	5307	E&D rail station	48,000	0	48,000	48,000
PA-Monessen	5307	Purchase buses	1,000,000	0	1,000,000	1,000,000
PA-Philadelphia	5307	Purchase subway/elevated cars	16,320,000	0	16,320,000	16,320,000
PA-Philadelphia	5307	Purchase subway/elevated cars	60,000,000	0	60,000,000	59,600,000
PA-Philadelphia	5307	Park-n-ride lot	3,680,000	0	3,680,000	3,680,000
PA-Philadelphia	5307	Bridge replacement	0	800,000	800,000	800,000
PA-Philadelphia	5307	Historic train renovation	0	2,200,000	2,200,000	2,200,000
PA-Philadelphia	5307	Schuylkill Valley Metro study	0	400,000	400,000	400,000
PA-Pittsburgh	5307	MIS spine line	0	692,000	692,000	500,000
PA-Pittsburgh	5307	Airport busway	76,500,000	0	76,500,000	76,500,000
PA-Pittsburgh-WCTA	5307	Purchase buses	904,000	0	904,000	904,000
PA-Reading	5307	Purchase buses	1,360,000	0	1,360,000	1,360,000
PA-Reading	5307	Park-n-ride lots	1,160,000	0	1,160,000	1,160,000
PA-Reading	5307	Intermodal Facility	1,760,000	0	1,760,000	1,760,000
PA-Reading	5307	Purchase buses	1,600,000	0	1,600,000	1,600,000
PA-Rochester	5307	Purchase buses	800,000	0	800,000	800,000
PA-Scranton	5307	Purchase buses	0	374,400	374,400	374,400
PA-Sharon	5307	Park-n-ride lot	480,000	0	480,000	480,000
PA-State College	5307	Mobility Center	0	108,000	108,000	108,000
PA-State College	5307	Purchase buses	0	2,000,000	2,000,000	2,000,000
PA-Williamsport	5307	Trans. Center	0	1,000,000	1,000,000	1,000,000
Subtotal (PA)			165,980,000	8,142,400	174,122,400	173,102,936
RI-Providence	5307	Expanded service to U of RI	1,440,000	0	1,440,000	1,440,000
RI-Providence	5307	Capital assistance	412,412	0	412,412	412,412
Subtotal (RI)			1,852,412	0	1,852,412	1,852,412
TN-Chatanooga	5307	Purchase vehs / Lease equip	0	176,000	176,000	176,000
TN-DOT	5311	Rural transp. assistance	224,000	0	224,000	224,000
TN-Knoxville	5307	Purchase equip/vehs	416,000	0	416,000	416,000
TN-Memphis	5307	Purchase buses/Design terminal	0	320,000	320,000	0
Subtotal (TN)			640,000	496,000	1,136,000	816,000
TX-Dallas	5307	Ozone Alert Program*	580,000	0	580,000	580,000
TX-Dallas	5307	Rail capacity improvements*	10,000,000	0	10,000,000	0
TX-Dallas/Fort Worth	5307	TDM/TMA	2,310,000	0	2,310,000	2,310,000
TX-Dallas/Fort Worth	5307	Purchase buses/Intermodal fac	2,896,000	2,126,000	5,022,000	5,022,000
TX-Denton	5307	3-yr demo project	5,152	0	5,152	5,152
TX-DOT	5307	Vehicle leases	150,000	0	150,000	0



## ISTEA Flexible Funds from FHWA Obligated in FY 1995 for Use in FTA Transit Projects

GRANTEE	SECTION (\$)	DESCRIPTION	CMAQ	STP	TOTAL TRANSFERRED	TOTAL OBLIGATED IN FY 1995
TX-DOT	5307	3-yr demo project (ozone)	5,152	0	5,152	0
TX-El Paso	5307	Planning/design of transit fac *	8,523,062	615,289	9,138,351	0
TX-El Paso	5307	Multi-modal Feas/Vanpool prog	300,000	240,000	540,000	0
TX-Ft. Worth	5307	Ozone alert prgm/Vanpool prgm	21,141,440	971,500	22,112,940	1,021,510
TX-Ft. Worth	5307	Vanpool program	210,000	33,630	243,630	0
TX-Ft. Worth	5307	Ozone program*	104,880	0	104,880	104,880
TX-Ft. Worth	5307	Pur. bus*	320,000	0	320,000	0
Subtotal (TX)			46,545,686	3,986,419	50,532,105	9,043,542
UT-Salt Lake City	5307	Purchase buses & equipment	1,749,020	0	1,749,020	1,749,020
Subtotal (UT)			1,749,020	0	1,749,020	1,749,020
VA-Hampton	5307	Purchase bus / feasibility study	228,000	400,000	628,000	628,000
VA-Norfolk	5307	New service/ride-sharing prgm	962,000	0	962,000	962,000
VA-Norfolk	5307	Capital Assistance*	566,400	0	566,400	0
VA-Richmond	5307	Renovate facility***	800,000	0	800,000	800,000
VA-Richmond	5307	Capital assistance	339,000	0	339,000	339,000
VA-Richmond	5307	Alternative fuel project*	19,000	0	19,000	0
VA-Wash, DC-MD-VA	5307	Street tunnel renovation	0	2,500,000	2,500,000	2,500,000
VA-Woodbridge	5307	Capital assistance/repairs	500,000	1,880,000	2,380,000	2,380,000
VA-Woodbridge	5307	Purchase equip / Track lease	0	3,520,000	3,520,000	3,520,000
Subtotal (VA)			3,414,400	8,300,000	11,714,400	11,129,000
VT-DOT	5307	Cap asst./ St Croix/ St Thomas*	0	300,000	300,000	300,000
VT-DOT	5307	Planning	300,000	0	300,000	300,000
VT-DOT	5307	Pur. alternative. fuel bus*	120,003	0	120,003	0
VT-DOT	5307	Planning	0	80,000	80,000	80,000
VT-DOT	5307	Planning	135,360	0	135,360	135,360
VT-DOT	5307	Planning	0	32,000	32,000	32,000
VT-DOT	5307	Multimodal Facility	1,400,000	0	1,400,000	0
VT-DOT	5307	Purchase vehicles	0	16,000	16,000	16,000
VT-DOT	5310	Planning	0	200,000	200,000	200,000
VT-DOT	5311	Planning	0	1,930,800	1,930,800	1,930,800
VT-DOT	5311	Planning	132,000	0	132,000	132,000
Subtotal (VT)			2,087,363	2,558,800	4,646,163	3,126,160
WA-DOT	5307	Transit center/Rideshare vans	567,000	0	567,000	567,000
WA-DOT	5307	Capital assistance	0	150,680	150,680	150,680
WA-DOT	5307	Purchase bicycle equipment	0	35,840	35,840	35,840
WA-Seattle/Everett	5307	Neighborhood transit demo	500,000	0	500,000	500,000
WA-Tacoma	5307	Construct Transit Ctr/Pur. buses	3,484,095	727,500	4,211,595	4,211,595
Subtotal (WA)			4,551,095	914,020	5,465,115	5,465,115
WI-DOT	5307	Purchase buses	2,147,262	1,710,000	3,857,262	3,857,262
WI-DOT	5307	Construct garage/admin facility	0	290,000	290,000	290,000
WI-Milwaukee	5307	Trip reduction response program	469,780	0	469,780	469,780
Subtotal (WI)			2,617,042	2,000,000	4,617,042	4,617,042
TOTAL CMAQ & STP			582,375,788	313,881,454	896,257,242	774,578,436

## ISTEA Flexible Funds from FHWA Obligated in FY 1995 for Use in FTA Transit Projects

GRANTEE	SECTION (§)	DESCRIPTION	CMAQ	STP	TOTAL TRANSFERRED	TOTAL OBLIGATED IN FY 1995
OTHER TRANSFERS:						
CA-Fairfield	5307	Multimodal Transit Facility	Congestion Relief	ISTEA Sec 1104	4,866,400	0
Subtotal (CA)					4,866,400	0
NY-New York	Int. Substitute	Various MTA Projects	Interstate substitute		83,300,000	83,300,000
Subtotal (NY)					83,300,000	83,300,000
PA-Philadelphia	5309	Frankford Transportation Center	Congestion Relief	ISTEA Section 1104	6,348,000	6,348,000
PA-Pittsburgh	5309	Pitt. Airport busway*	Intermodal Project	ISTEA Section 1108	3,876,509	3,876,509
PA-Pittsburgh	5309	Pittsburgh Airport busway	Intermodal Project	ISTEA Section 1069	17,603,000	17,603,000
PA-Pittsburgh	5309	MLK Jr. busway*	Intermodal Project	ISTEA Section 1108	13,713,600	13,713,600
Subtotal (PA)					41,541,109	41,541,109
RI-Rhode Island	5309	Operating Expenses*	Innovative Demo	ISTEA Section 1107	3,312,000	3,312,000
Subtotal (RI)					3,312,000	3,312,000
TX-Fort Worth	5309	TX Intermodal Center*	Intermodal Project	ISTEA Section 1108	4,545,600	4,545,600
Subtotal (TX)					4,545,600	4,545,600
TOTAL OTHER					137,565,109	132,698,709
					TOTAL	TOTAL
FY 1995 FLEXIBLE		CMAQ	STP	OTHER	TRANSFERRED	OBLIGATED
FUNDING ACTIVITY		\$582,375,788	\$313,881,454	\$137,565,109	\$1,033,822,351	\$907,277,145

\* Note: Total FY 1995 availability includes projects totaling \$ 236.9 million from FY 1994.

\*\* Note: Total FY 1994 availability includes projects totalling \$108.8 million from FY 1993.

§ The descriptions for the codification numbers are as follows:

5307 is the Urbanized Formula Program

5311 is the program for non-urbanized areas and RTAP

5310 is the program for the elderly and persons with disabilities

5313 is the program for state planning and research

5309 is the Capital Program

TABLE 15

## FY 1995 OBLIGATIONS FOR THE PURCHASE AND REHAB OF RAIL CARS

PURCHASE OF RAIL CARS						
FUNDING SOURCE	NO. OF RAIL CARS	TYPE	LOCATION	GRANT RECIPIENT	FY 1995 \$ AMOUNT	
CAPITAL	28	COMMUTER	NEWARK	NEW JERSEY TRANSIT CORP.	38,200,000	
CAPITAL	5	ELEC LOCOMO	NEWARK	"	23,760,216	
URBAN. FORM.	16	COMMUTER	NEWARK	"	16,810,000	
URBAN. FORM.	4	ELEC LOCO	NEWARK	"	18,414,169	
CAPITAL	8	COMMUTER	BALTIMORE	MTA	13,973,413	
CAPITAL	2	ELEC LOCO	BALTIMORE	MTA	9,929,479	
URBAN. FORM.	222	RAPID RAIL	PHILADELPHIA	SEPTA	75,920,000	
CAPITAL	3	LRV	PITTSBURGH	PORT AUTHORITY	4,627,268	
CAPITAL	3	LRV	"	"	5,947,564	
CAPITAL	4	TROLLEY	DAYTON	MVRTA	1,745,966	
URBAN. FORM.	7	LRV'S	PORTLAND, OR	TRI-MET	5,013,542	
URBAN. FORM.	1	RAP RAIL MOD	SAN FRANCISCO	BART	13,722,851	
CAPITAL	6	RAP. RAIL MOD	LOS ANGELES	MTA	6,937,000	
CAPITAL	42	RAP. RAIL MOD	LOS ANGELES	MTA	11,380,000 (PARTIAL)	
TOTAL CARS	344			TOTAL	246,381,468	
REHAB RAILCARS						
					FY 1995 \$ AMOUNT	
URBAN FORM	4	RAPID RAIL	CAMDEN	DELAWARE RIVER PORT AUTH	608,000	
CAPITAL		298 RAP. RAIL	WASH. DC.	WMATA	9,016,935	
URBAN FORM		"	"	"	21,589,600	
URBAN FORM	14	RAIL CAR	WASH. DC. - VA	POTOMAC & RAPPAN TRANS	116,000	
CAPITAL	14	RAPID RAIL	ATLANTA	MARTA	6,306,620	
URBAN. FORM.	5	LOCOMOTIVES	FORT LAUDERDALE	TRI. CO. COMMUT. RAIL AUTH.	1,140,804	
CAPITAL	10	RAIL CAR	N. W. INDIANA	NICTD	303,282	
URBAN FORM.	15	COMM. TRAIL.	CHICAGO	RTA	1,040,000	
URBAN FORM.	19	COMM. TRAIL.	CHICAGO	RTA	2,180,000	
CAPITAL	220	RAPID RAIL	CHICAGO	RTA	53,019,410	
CAPITAL	3	STREETCARS	NEW ORLEANS	RTA	2,943,618	
URBAN. FORM.	1	CABLE CAR	SAN FRANCISCO	PTC	723,000	
TOTAL	305			TOTAL	98,987,269	
LEASE RAIL CARS						
					FY 1995 \$ AMOUNT	
CAPITAL	35	COMMUTER	PHILADELPHIA	SEPTA	2,295,611	
CAPITAL	7	LOCOMOTIVES	"	"	2,694,848	
PURCHASED USED CARS						
					FY 1995 \$ AMOUNT	
CAPITAL	3	RAIL CARS	AUGUSTA, ME	NO. NEW ENG. PASS. RAIL AUTH	400,000	

TABLE 16

## FY 1995 OBLIGATIONS FOR FERRYBOATS AND RELATED EXPENDITURES

GRANTEE	PURPOSE	\$ AMOUNT	FUNDING SOURCE PROGRAM
NEW YORK D.O.T.	DESIGN AND ENGINEERING FOR FERRY BOAT TERMINAL SERVICE FROM STATEN ISLAND TO MID-TOWN MANHATTAN	250,000	CAPITAL
METROPOLITAN TRANSPORTATION COMMISSION	REPLACE FERRY TERMINAL FACILITIES AT THE GOLDEN GATE BRIDGE IN SAN FRANCISCO	664,000	URBAN FORM.
METROPOLITAN TRANSPORTATION COMMISSION	ENGINEERING AND DESIGN OF INTERMODAL FERRY TERMINAL IN VALLEJO	533,333	URBAN FORM.
CITY OF VALLEJO	PURCHASE 1 FERRY BOAT AND UPGRADE OF FERRY TERMINALS	8,000,000	CAPITAL
CASCO BAY ISLAND, PORTLAND ME	REHAB 3 FERRY BOATS AND RENOVATE FERRY TERMINAL	137,744	URBAN FORM.
	TOTAL	9,585,077	

PLEASE NOTE THAT THE FUNDS FOR CASCO BAY WERE OBLIGATED IN FY 1994 BUT WERE NOT REPORTED.  
ALSO NOT INCLUDED IS A FY 1995 OBLIGATION OF \$92,000 FOR A RHODE ISLAND D.O.T. HIGH SPEED FERRY STUDY.





## **HISTORICAL DATA**



**TABLE 17****FTA ASSISTED NEW STARTS AND EXTENSIONS**  
**OPEN**

<u>ATLANTA</u>	<u>MILES</u>
East Line - 5 Points to Indian Creek	
West Line - 5 Points to Hightower	
South Line - 5 Points to Airport	37
North Line - 5 Points to Lindberge Center	
Northeast Line - Lindberge to Doraville	
<u>BALTIMORE</u>	
Northwest Line - Charles Center to Owings Mills	14
Charles Center to Johns Hopkins	2
<u>BOSTON</u>	
Orange Line, North Extension - Haymarket to Oak Grove	6
Red Line, North Extension - Harvard to Alewife	3
Red Line, South Extension - Quincy Center to Braintree	9
Orange Line, Southwest Line - Washington St. to Forest Hills	6
<u>BUFFALO</u>	
Main Street Mall to SUNY South Campus	6
<u>CHICAGO</u>	
METRA Electric - Richton Park to University Park	2
Red Line - Dan Ryan Extension - Downtown to 95th Street	10
Blue Line - Kennedy Extension - Logan Square to Jefferson Park	5
Blue Line - O'Hare Extension - Jefferson Park to O'Hare Airport	7
Orange Line - Downtown to Midway Airport	9
<u>CLEVELAND</u>	
Red Line - Airport Extension - West Park to Airport	4
<u>DETROIT</u>	
Downtown Loop	3
<u>HOUSTON</u>	
Northwest Busway - Interstate 610 to West Little York Road	10
North Transitway - Downtown to North Shephard	9
610 to Beltway 8	4
Southwest Transitway - Interstate 610 to the Harris County Line	9
Katy Transitway - North Post Oak to Highway 6	12
<u>JACKSONVILLE</u>	
Central to Terminal	1
<u>LOS ANGELES</u>	
San Bernardino Freeway - El Monte Busway	11
Red Line - Union Station to Wilshire and Alvarado (Westlake/MacArthur)	4
<u>MIAMI</u>	
Dadeland South to Okeechobee	21
Downtown Loop	2
Northern and Southern extensions of People Mover (Miramar Station to Brickell Station)	2

MEMPHIS

Junction of Exchange Avenue and Main Street to Peabody Place	2	✓
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NEW YORK

Archer Ave. Line - Queens Blvd/Hillside Ave. to Archer/Parsons	3
--	---

63rd St. Line - 57th/7th Ave. to 21St/ 41 Ave., Queens	3
--	---

PHILADELPHIA

Center City Commuter Connection (Tunnel)	2
--	---

Airport Rail Line	5
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PITTSBURGH

South Busway - Downtown to Overbrook	5
--------------------------------------	---

East Busway - Downtown to Wilkinsburg	7
---------------------------------------	---

Light Rail Downtown to South Hills Village	10
--	----

PORTLAND

Banfield Light Rail - Downtown to Gresham	15
---	----

SACRAMENTO

Northeast Line - Downtown to Watt Ave and I-80	9
--	---

East Line - Downtown to Butterfield Way	9
---	---

SAN DIEGO

Euclid Avenue to El Cajon	11
---------------------------	----

SAN FRANCISCO

BART System - Daly City, Colma Station, Richmond, Concord and Fremont Service	72
--	----

Muni System - Market St. Light Rail Subway - Embarcadero to Twin Peaks Tunnel	4
--	---

SAN JOSE

Downtown North to Old Ironsides	10
---------------------------------	----

Downtown South to Santa Teresa	10
--------------------------------	----

SEATTLE

Downtown Bus Tunnel	2
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ST. LOUIS

East St. Louis to Lambert International Airport	18
---	----

WASHINGTON, D.C.

Red Line - Shady Grove to Wheaton	
-----------------------------------	--

Orange Line - New Carrollton to Vienna	
--	--

Blue Line - Addison Road to National Airport	89
--	----

Yellow Line - Gallery Place to Huntington	
---	--

Blue Line - King Street to Van Dorn	
-------------------------------------	--

Green Line - Gallery Place to U Street	
--	--

Green Line - L'Enfant Plaza to Anacostia	
--	--

Green Line - Ft. Totten to Greenbelt	
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SUB-TOTAL	494 miles
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**UNDER CONSTRUCTION****ATLANTA**

North Line Extension - Medical Center to Dunwoody	1
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**BALTIMORE**

Timonium to Hunt Valley	4
-------------------------	---

Linthicum to BWI Airport	3
--------------------------	---

Mt. Royal to Penn Station	1
---------------------------	---

**BOSTON**

Transitway - South Station to World Trade Center	2
--	---

**DALLAS**

Downtown to Ledbetter Drive	10
-----------------------------	----

Downtown to So. Oak Cliff	10
---------------------------	----

Downtown Dallas to Irving	10
---------------------------	----

**DENVER**

North I25/HOV Busway - Central Business District to I25 and 58th Avenue	6
--	---

**HOUSTON**

North Transitway - Beltway 8 to FM 1960	6
---	---

EASTEX - Tidwell Road North to the Will Clayton Parkway	5
---	---

**JACKSONVILLE**

Central to Florida Community College	1
--------------------------------------	---

Central to San Marco	
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**LOS ANGELES**

Red Line - MacArthur Park and Westlake to Wilshire and Vermont	7
--	---

Wilshire and Vermont to Hollywood and Vine and Wilshire to Western	
--	--

Hollywood and Vine to No. Hollywood	7
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**NEW YORK**

Queens - Northern Boulevard to 21st Street	1
--	---

**ORLANDO**

Busway Downtown Circulator	3
----------------------------	---

**PITTSBURGH**

West Busway - Downtown Pittsburgh to Carnegie	8
---	---

**PORTLAND**

Downtown - Beaverton	12
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Beaverton to Hillsboro	6
------------------------	---

**WASHINGTON, D.C.**

Blue Line - Van Dorn to Franconia	3
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Red Line - Wheaton to Glenmont	1
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Green Line - U Street to Fort Totten	3
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SUB-TOTAL	110 miles
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Grand-Total	604 miles
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♦ Please note that the number of miles is rounded up to the next whole number.





TABLE 18

## OBLIGATIONS FOR FTA PROGRAMS FISCAL YEARS 1986 - 1995

FTA PROGRAM	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993	FY 1994	FY 1995	10 YEAR \$ TOTAL
CAPITAL	1,102.7	659.7	840.4	1,164.9	1,134.6	1,073.6	973.7	1,745.9	1,547.1	2,608.5	12,851.1
ELDERLY AND PERSONS WITH DISABILITIES	29.6	34.8	35.0	34.8	34.8	34.8	53.7	46.8	58.9	57.7	420.9
PLANNING	48.8	45.6	47.5	47.8	43.5	50.1	51.8	45.7	48.6	39.5	468.9
STATE / NATIONAL PLANNING AND RESEARCH	0	0.0	0.0	0.0	0.0	0.0	0.0	7.8	8.2	8.3	24.3
SECTION 5	120.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	120.5
SECTION 9A	40.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.7
URBANIZED AREA FORMULA	1,977.3	2,156.2	2,109.3	1,712.2	1,693.5	1,782.5	1,923.3	2,153.8	2,341.7	3,150.3	21,000.1
NONURBANIZED AREA FORMU	109.8	81.4	102.7	79.4	84.4	83.8	118.1	133.1	137.1	169.4	1,099.2
RTAP *	0.0	2.1	6.6	4.8	5.2	5.2	4.9	5.5	5.2	4.8	44.3
FAUS	4.2	6.4	6.0	0.5	3.8	5.8	0.5	0.0	0.0	0.0	27.2
INTERSTATE SUBSTITUTE	244.1	197.1	139.6	237.1	159.3	140.8	254.0	76.7	124.8	153.7	1,727.2
WASHINGTON DC METRO RAIL	431.8	200.1	119.2	184.5	84.8	106.4	123.4	169.2	199.0	199.0	1,817.4
TOTAL	4,109.5	3,383.4	3,406.3	3,466.0	3,243.9	3,283.0	3,503.4	4,384.5	4,470.6	6,391.2	39,641.8

\* INCLUDES BOTH STATE AND NATIONAL TOTALS.

TABLE 19

SUMMATION OF OBLIGATIONS BY CAPITAL CATEGORIES, PLANNING AND OPERATING  
FISCAL YEARS 1988 - 1995

CAPITAL =====	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993	FY 1994	FY 1995	TOTAL \$ 8 YEAR TOTAL
BUS - CAPITAL	119,132,738	196,843,148	186,823,974	236,858,891	211,641,398	293,321,400	318,720,285	549,340,815	2,112,682,649
BUS - URBANIZED AREA FORMULA	594,719,188	519,241,719	497,091,424	508,243,027	615,804,768	882,308,146	932,876,215	1,307,349,840	5,857,634,327
BUS - NONURBANIZED AREA	51,393,665	34,612,221	34,548,607	31,911,433	52,763,649	67,720,076	62,088,620	74,160,417	409,198,688
BUS - ELDERLY/PERSONS W/ DISABILITIES	34,995,861	34,821,511	34,823,616	34,821,120	53,651,852	46,831,991	58,895,849	57,699,221	356,541,021
BUS - INTERSTATE SUBSTITUTE	13,766,285	3,637,115	3,838,170	9,235,714	7,404,079	4,987,141	29,007,279	170,000	72,045,783
BUS - URBAN SYSTEMS	6,027,500	534,670	3,816,750	4,923,152	504,388	0	0	0	15,806,460
TOTAL BUS	820,035,237	789,690,384	760,942,541	825,993,337	941,770,134	1,295,168,754	1,401,588,248	1,988,720,293	8,823,908,928
F.G. MOD - CAPITAL	366,047,868	606,962,108	491,499,687	507,215,988	450,312,377	665,992,906	809,903,583	797,557,997	4,695,492,514
F.G. MOD - URBANIZED AREA FORMULA	708,436,474	379,418,155	411,110,834	465,621,209	497,823,300	427,105,335	580,755,475	820,848,184	4,291,118,966
F.G. MOD - INTERSTATE SUB.	71,220,635	118,751,983	96,246,244	56,408,227	205,642,081	52,842,362	83,597,768	148,731,585	833,440,885
TOTAL FIXED GUIDEWAY MOD	1,145,704,977	1,105,132,246	998,856,765	1,029,245,424	1,153,777,758	1,145,940,603	1,474,256,826	1,767,137,766	9,820,052,365
NEW SYSTEMS - CAPITAL	355,194,682	361,056,001	456,232,042	329,532,032	311,711,032	786,618,831	418,469,606	1,261,593,136	4,280,407,362
NEW SYSTEMS - URBANIZED AREA	9,279,268	11,215,920	3,592,800	3,460,400	17,380,596	22,902,659	29,145,120	212,392,146	309,368,909
NEW SYSTEMS - INTERST. SUB.	54,550,721	114,447,687	59,032,502	74,918,944	40,000,000	17,858,740	10,632,718	4,749,485	376,190,797
NEW SYSTEMS - WASH DC METRORAIL	119,177,500	184,459,091	84,821,275	106,419,500	123,380,000	169,150,000	199,000,000	199,000,000	1,185,407,366
NEW SYSTEMS - FAUS	0	0	0	850,000	0	0	0	0	850,000
TOTAL NEW SYSTEMS	538,202,171	671,178,699	603,678,619	515,180,876	492,471,628	996,530,230	657,247,444	1,677,734,767	6,152,224,434
TOTAL CAPITAL	2,503,942,385	2,566,001,329	2,363,477,925	2,370,419,637	2,588,019,520	3,437,639,587	3,533,092,518	5,433,592,826	24,796,185,727
OPERATING									
OPERATING - URBANIZED AREA	779,978,916	779,093,029	765,379,103	779,444,032	768,367,310	795,686,069	757,398,131	763,894,416	6,189,241,006
OPERATING - NONURBANIZED AREA	51,301,180	44,838,728	49,900,337	51,897,111	65,312,436	64,667,734	73,947,813	93,431,393	495,296,732
TOTAL OPERATING	831,280,096	823,931,757	815,279,440	831,341,143	833,679,746	860,353,803	831,345,944	857,325,809	6,684,537,738
PLANNING									
METROPOLITAN PLANNING & STATENATIONAL PLANNING	47,494,416	47,810,683	43,473,527	50,095,174	51,812,057	45,706,094	48,641,104	47,750,000	382,783,055
URBANIZED AREA FORMULA	16,866,788	23,223,694	16,279,687	25,767,143	23,879,592	25,783,089	41,521,282	45,836,539	219,157,814
INTERSTATE SUB.	35,125	290,790	212,500	208,585	997,050	987,950	1,600,000	0	4,332,000
NONURB. AREA (INTERCITY BUS)	0	0	0	0	0	675,684	652,635	1,815,031	3,143,350
RTAP (RESEARCH & TRAIN)	5,854,883	4,047,623	4,418,385	4,416,330	4,123,828	4,769,539	4,404,448	4,786,874	36,821,910
TOTAL PLANNING AND RTAP	70,251,212	75,372,790	64,384,099	80,487,232	80,812,527	77,922,356	96,819,469	100,188,444	646,238,129
GRAND TOTAL	3,405,473,693	3,465,305,876	3,243,141,464	3,282,248,012	3,502,511,793	4,375,915,746	4,461,257,931	6,391,107,079	32,126,961,594

TABLE 20

CAPITAL GRANTS BY FISCAL YEAR AND PROGRAM  
1965 THRU SEPTEMBER 30, 1995

FY	CAPITAL *	SECTION 5 CAPITAL	SECTION 9A	URBANIZED AREA FORMULA	NONURBANIZED AREA FORMULA	URBAN SYSTEMS	INTERSTATE SUBSTITUTE	WASH. DC METRO RAIL	TOTAL \$ CAPITAL GRANTS **
1965-1973 Inclusive	2,256,049,413	0	0	0	0	0	0	0	2,256,049,413
1974	870,299,997	0	0	0	0	34,566,597	61,000,000	0	965,866,594
1975	1,196,600,868	9,062,495	0	0	0	15,676,374	65,728,784	0	1,287,068,521
1976 & TQ	1,346,100,000	32,256,781	0	0	0	23,437,755	553,048,746	0	1,954,843,282
1977	1,249,999,998	39,443,964	0	0	0	41,996,625	405,928,416	0	1,737,369,003
1978	1,400,000,000	50,112,435	0	0	0	30,441,481	562,803,528	0	2,043,357,444
1979	1,225,000,000	255,644,819	0	0	0	21,280,229	599,999,999	0	2,101,925,047
1980	1,654,999,998	431,155,535	0	0	0	25,580,723	678,745,470	0	2,790,481,726
1981	1,925,000,000	361,119,008	0	0	0	49,676,329	614,855,419	0	2,950,650,756
1982	1,634,499,988	297,728,336	0	0	0	52,609,850	567,929,875	0	2,552,768,049
1983	1,640,863,258	301,403,693	561,676,206	0	0	6,366,808	411,999,902	240,000,000	3,162,309,867
1984	1,096,020,631	147,128,462	91,833,517	1,031,498,071	68,781,243	4,514,175	210,260,527	226,000,000	2,876,036,626
1985	727,669,965	82,109,249	44,695,145	1,307,993,954	56,791,626	239,250	232,438,110	58,400,000	2,510,337,299
1986	1,132,300,603	76,204,015	40,650,846	1,149,047,602	58,939,239	4,215,790	244,151,048	431,752,805	3,137,261,948
1987	694,545,130	0	0	1,335,764,325	40,777,522	6,385,208	197,140,321	200,113,902	2,474,726,408
1988	875,371,149	0	0	1,329,301,718	51,393,665	6,027,500	139,572,766	119,177,500	2,520,844,298
1989	1,199,682,768	0	0	933,099,488	34,612,221	534,670	237,127,575	184,459,091	2,589,515,813
1990	1,169,379,319	0	0	928,074,745	34,548,607	3,816,750	159,329,416	84,821,275	2,379,970,112
1991	1,108,428,031	0	0	1,003,091,779	31,911,433	5,773,152	140,771,470	106,419,500	2,396,395,365
1992	1,027,316,659	0	0	1,154,888,256	52,763,649	504,388	254,043,210	123,380,000	2,612,896,162
1993	1,792,765,128	0	0	1,358,099,229	68,395,760	0	76,676,193	169,150,000	3,465,086,310
1994	1,605,989,323	0	0	1,584,298,092	63,130,305	0	124,837,765	199,000,000	3,577,255,485
1995	2,666,191,169	0	0	2,386,426,709	75,975,448	0	153,651,070	199,000,000	5,481,244,396
TOTAL	31,495,073,395	2,083,368,792	738,855,714	15,501,583,968	638,020,718	333,643,654	6,692,039,610	2,341,674,073	59,824,259,924

Includes Section 16 grants

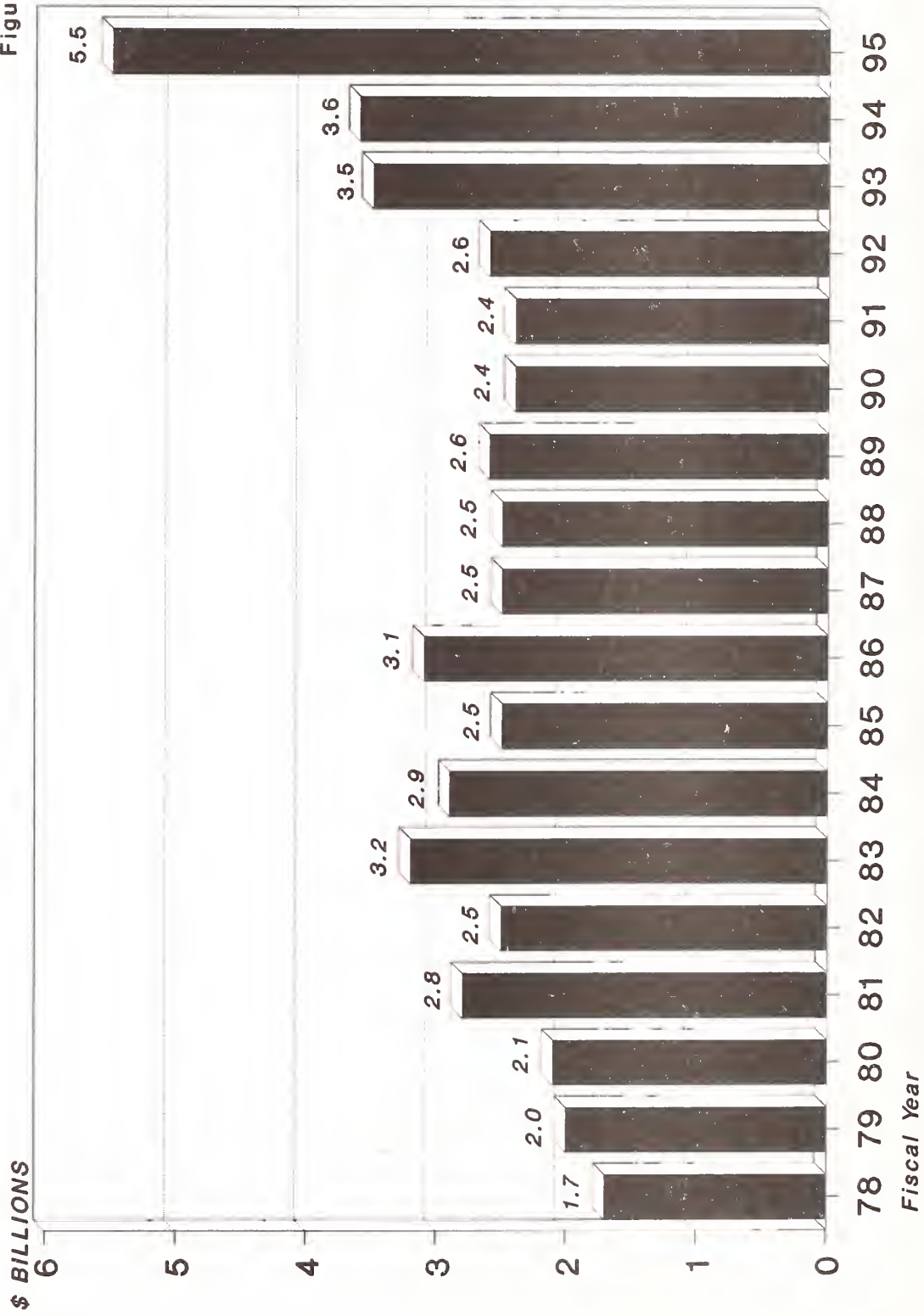
\*\* INCLUDES PLANNING

\*\*\* Includes 98

NOTE: Non-urbanized area Formula also includes Project and State Administration.

# OBLIGATIONS FOR CAPITAL GRANTS ALL PROGRAMS FY 1978 - 1995

Figure 20





**TABLE 21**  
**FORMULA OPERATING GRANTS**  
**URBANIZED AREAS**  
**FISCAL YEARS 1975 - 1995**

<b>FISCAL YEAR</b>	<b>SECTION 5</b>	<b>SECTION 9</b>	<b>TOTAL \$</b>
1975	142,520,876	0	142,520,876
1976	364,474,892	0	364,474,892
TQ	47,348,163	0	47,348,163
1977	571,771,225	0	571,771,225
1978	685,309,330	0	685,309,330
1979	868,463,197	0	868,463,197
1980	1,120,684,057	0	1,120,684,057
1981	1,129,510,600	0	1,129,510,600
1982	1,055,510,728	0	1,055,510,728
1983	887,933,220	0	887,933,220
1984	155,000,284	767,384,341	922,384,625
1985	93,655,853	787,447,733	881,103,586
1986	44,287,002	828,253,369	872,540,371
1987	0	820,410,674	820,410,674
1988	0	779,978,916	779,978,916
1989	0	779,093,029	779,093,029
1990	0	765,379,103	765,379,103
1991	0	779,444,032	779,444,032
1992	0	768,367,310	768,367,310
1993	0	795,686,069	795,686,069
1994	0	757,398,131	757,398,131
1995	0	763,894,416	763,894,416
<b>TOTAL</b>	<b>7,166,469,427</b>	<b>9,392,737,123</b>	<b>16,559,206,550</b>



# FUNDS OBLIGATED FOR FORMULA OPERATING GRANTS

Figure 21

FISCAL YEARS 1984 - 1995

\$ MILLIONS

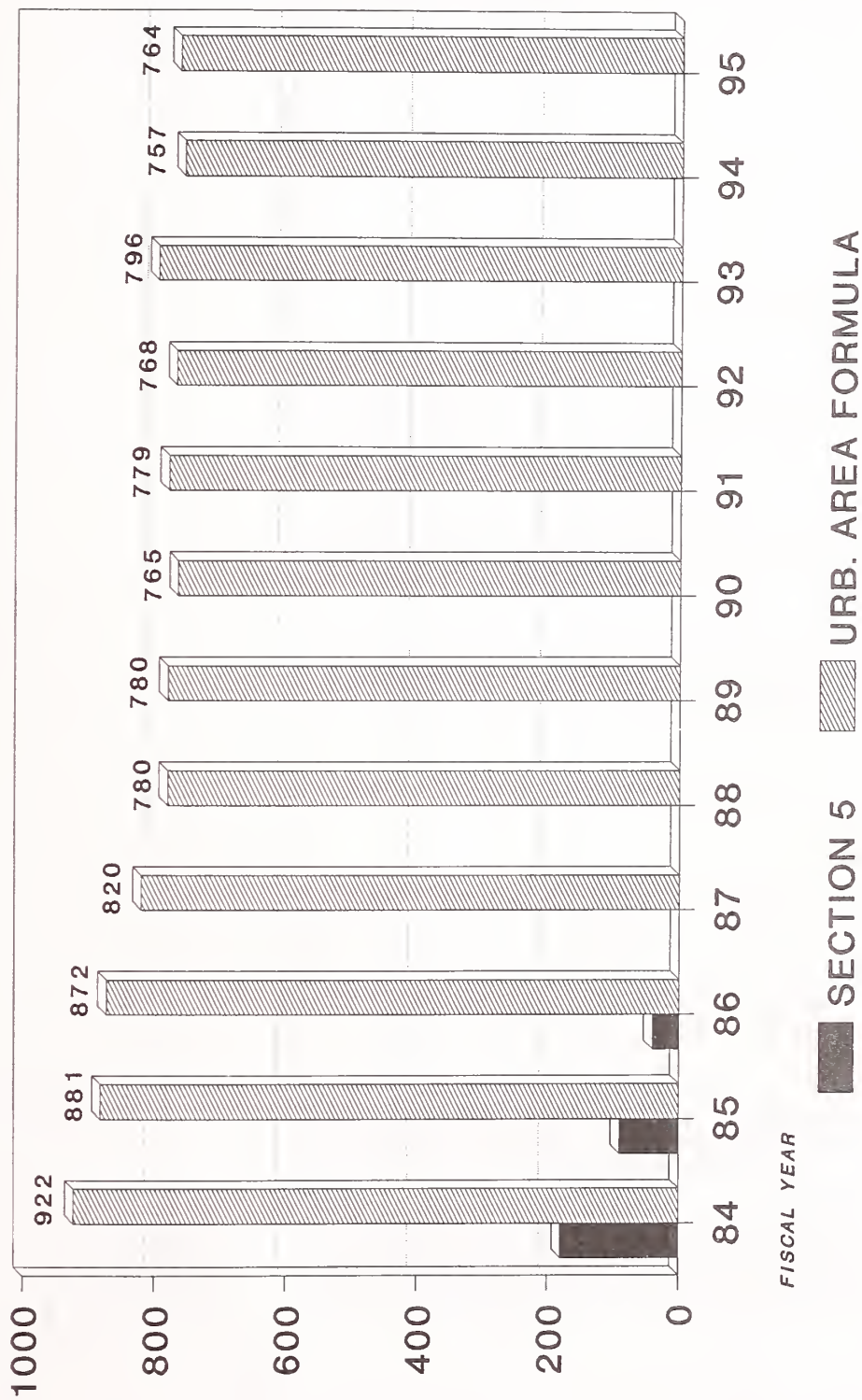


TABLE 22

**CAPITAL GRANTS FOR URBANIZED AREAS OVER 1 MILLION POPULATION EXCLUDING FT. LAUDERDALE  
(ALSO EXCLUDED ARE THE NEW URBANIZED AREAS OVER 1 MIL. POP. DESIGNATED BY THE 1990 CENSUS)**

URBANIZED AREA	DISCRETIONARY	FORMULA	INTERSTATE TRANSFER	FAUS	STARK- HARRIS	TOTAL \$	CAPITAL (FORMERLY SECTION 3)	URBANIZED AREA FORMULA	INTERSTATE SUBSTITUTE	FY 1984 THRU FY 1995 (PLANNING IS INCLUDED)			GRAND TOTAL \$
										FAUS	WASH D C METRO RAIL	TOTAL \$	
NEW YORK-CT-NJ	4,097,249,274	424,805,343	189,610,112	207,735,378	0	4,919,400,107	3,726,031,392	4,622,555,435	691,135,765	377,175	0	9,040,099,767	13,959,499,874
WASHINGTON DC-MD-VA	197,573,786	56,750,496	2,160,097,626	0	240,000,000	2,654,421,908	129,610,852	532,234,444	2,053,777	0	2,101,674,073	2,765,573,146	5,419,995,054
CHICAGO-NW IN	1,582,003,333	168,350,218	174,358,528	7,333,054	0	1,932,045,133	1,214,883,316	1,270,053,506	705,548,875	0	0	3,190,485,697	5,122,530,830
PHILADELPHIA-NJ	958,036,605	80,096,719	357,494,436	9,287,405	0	1,404,915,165	1,648,359,533	983,190,700	6,492,580	145,500	0	2,638,188,313	4,043,103,478
BOSTON	893,336,879	54,168,984	1,314,274,126	0	0	2,261,779,989	649,109,307	543,665,865	113,115,926	0	0	3,305,891,098	3,567,671,087
SAN FRANCISCO	947,432,118	78,221,872	0	17,108,939	0	1,042,762,929	787,507,231	752,557,423	4,825,180	7,463,961	0	1,352,353,795	2,595,116,724
LOS ANGELES-LONG BE, CA	536,662,479	155,508,849	0	39,656,497	0	731,827,825	884,862,918	703,908,595	0	0	0	1,588,771,513	2,320,599,338
ATLANTA	1,060,179,736	17,417,639	0	0	0	1,077,597,375	703,203,950	221,582,393	0	0	0	924,786,343	2,002,383,718
BALTIMORE	735,785,589	31,858,867	53,099,999	0	0	820,744,455	258,049,284	149,804,008	0	0	0	820,712,269	1,641,456,724
MIAMI	887,418,923	18,826,504	0	0	0	906,245,427	258,457,298	172,508,223	0	0	0	430,965,521	1,337,210,948
PITTSBURGH	562,846,031	30,900,675	0	0	0	593,646,706	374,738,395	281,789,188	0	0	0	656,527,563	1,250,174,269
BUFFALO **	453,979,401	27,950,964	0	1,540,000	0	483,470,365	252,157,454	242,520,897	0	0	0	494,678,351	978,148,716
HOUSTON	74,724,632	108,151,603	0	1,093,400	0	183,969,635	478,278,327	294,578,816	0	0	0	772,857,143	956,826,778
PORTLAND	116,878,252	14,389,600	137,211,522	2,524,780	0	271,004,154	240,412,679	259,677,549	19,028,303	850,000	0	519,968,531	790,972,685
SEATTLE-EVERETT	195,946,431	32,423,408	0	3,000,000	0	231,369,839	422,607,365	135,861,629	0	0	0	558,768,994	790,136,833
CLEVELAND	314,947,060	28,484,512	3,159,994	0	0	346,591,566	163,890,555	154,965,291	46,033,720	0	0	364,889,566	711,481,132
ST. LOUIS	118,553,667	28,667,084	0	1,547,597	0	148,768,348	376,932,166	72,567,349	0	0	0	449,499,515	598,267,853
DETROIT	200,206,590	51,443,856	0	0	0	251,650,446	106,313,983	141,185,944	0	0	0	247,499,927	499,150,373
SAN JOSE	109,125,616	12,351,186	0	215,000	0	121,691,802	191,750,331	161,889,047	0	0	0	353,639,378	475,331,180
DENVER	132,120,391	44,420,457	18,419,993	0	0	194,960,841	114,437,141	114,017,751	0	0	0	228,454,892	423,415,733
NEW ORLEANS	118,383,518	18,609,804	0	0	0	137,193,322	123,071,488	72,865,760	0	0	0	195,937,248	333,130,570
MINNEAPOLIS-ST PAUL	114,800,869	24,364,096	2,999,990	5,215,139	0	147,380,094	46,254,476	113,164,766	0	8,929,000	0	168,348,242	315,728,336
SAN DIEGO	37,575,400	16,791,252	0	984,000	0	55,350,652	46,060,357	182,024,935	0	0	0	228,085,292	283,435,944
MILWAUKEE	74,893,124	17,267,856	0	0	0	92,160,780	45,800,395	97,135,039	0	0	0	142,935,434	235,086,214
DALLAS-FORT WORTH	78,213,302	32,842,520	0	0	0	111,055,822	53,150,283	52,531,424	0	0	0	105,681,707	216,737,529
SAN JUAN	62,186,101	25,409,152	0	364,000	0	87,959,253	28,735,336	63,116,240	0	0	0	91,851,576	179,810,829
CINCINNATI OH-KY	48,649,250	15,568,791	0	1,249,000	0	65,467,041	19,437,407	85,907,986	0	0	0	105,345,393	170,812,434
PHOENIX	33,703,007	17,572,936	0	0	0	51,275,943	15,436,693	102,546,075	0	0	0	117,982,768	169,258,711
KANSAS CITY	30,649,353	6,750,336	0	0	0	37,399,689	42,658,677	35,063,284	0	0	0	77,721,961	115,121,650
<b>TOTAL</b>	<b>14,774,060,717</b>	<b>1,640,465,379</b>	<b>4,410,726,326</b>	<b>298,854,189</b>	<b>240,000,000</b>	<b>21,364,106,611</b>	<b>13,402,498,599</b>	<b>12,615,469,542</b>	<b>2,001,093,093</b>	<b>17,765,636</b>	<b>2,101,674,073</b>	<b>30,138,500,943</b>	<b>51,502,807,554</b>

DISCRETIONARY - SECTION 3  
FORMULA - SECTIONS 5, 9, 9A, 9B

\* NEW YORK  
NEW JERSEY  
CONNECTICUT  
NYNJ

\$ TOTAL  
13,959,499,874

\*\* DESPITE THE FACT THAT BUFFALO WAS MOVED TO A LOWER POPULATION GROUP AS A RESULT OF THE 1990 CENSUS, THE OBLIGATIONS WILL CONTINUE TO BE INCLUDED ON THIS TABLE.

Figure 22

# Ranking of Selected Urbanized Areas Over 1 Million Population (except Ft. Lauderdale) by Total Amount of Capital Grants Received Through FY 1995

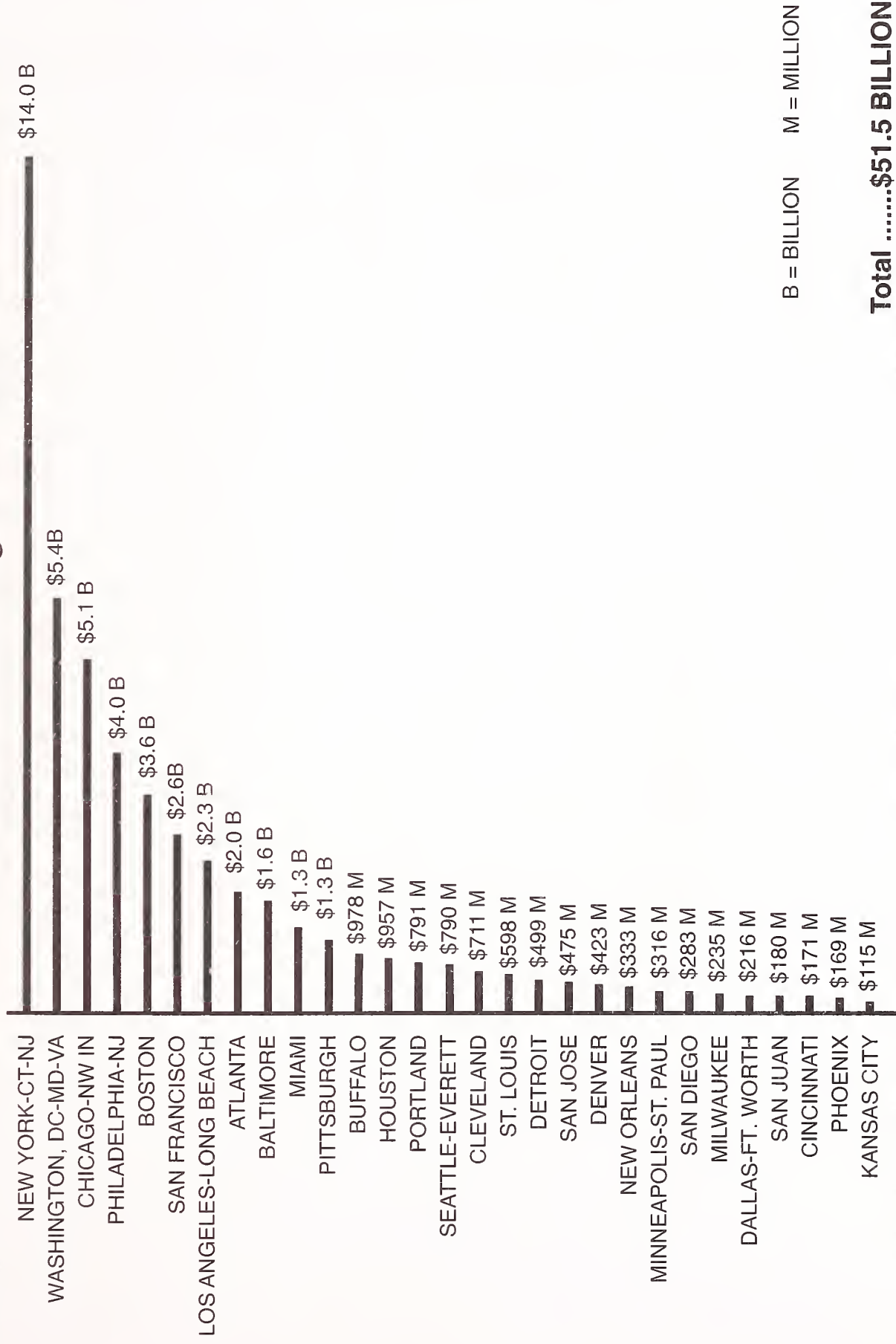






TABLE 23

**FUNDS OBLIGATED FOR CAPITAL PURPOSES IN URBANIZED AREAS OVER 1 MILLION POPULATION  
(SELECTED CITIES ONLY)  
BY CATEGORY**

**FY 1965 - FY 1983**

<b>URBANIZED AREA</b> =====	<b>BUS</b>	<b>RAPID TRANSIT</b>	<b>COMMUTER RAIL</b>	<b>MISC.</b>	<b>TOTAL \$</b>
<b>BOSTON</b>	156,035,890	1,910,380,738	195,363,361	0	2,261,779,989
<b>NEW YORK-CT-NJ</b>	664,787,021	2,563,843,696	1,649,615,992	41,153,398	4,919,400,107
<b>BALTIMORE</b>	122,313,736	698,430,719	0	0	820,744,455
<b>PHILADELPHIA-NJ</b>	245,825,745	574,265,189	584,824,231	0	1,404,915,165
<b>PITTSBURGH</b>	255,149,366	308,364,464	7,493,776	22,639,100	593,646,706
<b>WASHINGTON DC-MD-VA</b>	224,080,175	2,406,983,833	23,357,900	0	2,654,421,908
<b>CHICAGO-NW IN</b>	393,329,104	911,091,204	627,624,815	0	1,932,045,123
<b>CLEVELAND</b>	99,620,839	246,970,727	0	0	346,591,566
<b>DETROIT</b>	163,691,578	8,382,880	14,148,984	65,427,004	251,650,446
<b>MINNEAPOLIS-ST PAUL</b>	146,311,694	0	0	1,068,400	147,380,094
<b>DALLAS-FT WORTH</b>	76,220,282	0	27,200,000	7,635,540	111,055,822
<b>HOUSTON</b>	183,207,835	0	0	761,800	183,969,635
<b>LOS ANGELES-LONG BEACH</b>	650,727,825	71,074,400	0	9,995,600	731,797,825
<b>SAN FRANCISCO-OAKLAND</b>	302,866,812	620,147,654	46,289,400	73,459,063	1,042,762,929
<b>SAN JOSE</b>	104,691,802	17,000,000	0	0	121,691,802
<b>TOTAL</b>	2,968,036,793	5,862,711,070	1,330,939,106	180,986,507	10,342,673,476

TABLE 24  
CAPITAL (FORMERLY SECTION 3)  
NEW SYSTEMS FUNDING  
FY 1970 - 1995  
(IN MILLIONS)

UZA	FY 70 THRU FY 84	FY 85	FY 86	FY 87	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94	FY 95	TOTAL \$ BY UZA
BOSTON									11.0	38.0	0.00	44.8 \$	93.8
PORTLAND, ME-BOST.												38.3 \$	38.3
ATLANTA:													
PHASE A	808.5												\$ 808.5
PHASE B1	131.0												\$ 131.0
PHASE B2/C/D	131.2	95.0	65.7	51.1	145.0	69.60	0.00	30.20	62.0	18.90	0.00	11.0 \$	679.7
BALTIMORE:													
SEC. A	627.6												\$ 627.6
SEC. B (NW EXT) (2)	8.8												\$ 8.8
CENT. LRT LINE						2.60				9.90	33.40	48.5 \$	94.4
PITTSBURGH										24.50	0.00	51.3 \$	75.8
NEWARK							2.0	2.30	0.00	5.0	0.00		\$ 9.3
NE NEW JERSEY										33.3	139.0	194.2 \$	366.5
PHILADELPHIA												1.2 \$	1.2
SO. NEW JERSEY												0.5 \$	0.5
NEW YORK									11.0	15.80	64.50	54.8 \$	146.1
BUFFALO	403.5	2.7	2.3										\$ 408.5
FT LAUDERDALE										4.6	9.9	9.9 \$	24.4
MIAMI (RAIL)	709.4	12.5											\$ 721.9
MIAMI (DPM)	66.1						20.1				9.7	0.0 \$	95.9
MIAMI (EXTENSIONS)	0.7					115.5				25.6	0.0	18.6 \$	160.4
CINCINNATI											1.3	1.2 \$	2.5
CHARLOTTE									0.1				\$ 0.1
LOS ANGELES (RAIL)	176.5	0.0	225.2	107.4	96.3	0.0	329.7	149.2	69.1	109.2	0.0	376.5 \$	1,639.1
DETROIT (RAIL)	6.7												\$ 6.7
DETROIT (CATS)	104.7	5.4											\$ 110.1
HOUSTON	5.9	35.0	62.0	0.0	46.8	0.0	0.0	0.0	6.4	188.6	0.0	69.7 \$	414.4
JACKSONVILLE	1.5	15.5	0.0	0.0	0.0	5.8	0.0	28.8	0.0	0.0	15.1	0.0 \$	66.7
PORTLAND, OR (2)	58.2	19.0	8.5	1.3					14.3	67.5	106.7	97.3 \$	372.8
SANTA CLARA CO, CA	47.0	64.8	61.9	18.4	0.0	0.0	0.4	0.0	12.7				\$ 205.2
SAN FRANCISCO BART VALLEJO	192.7							11.7	70.0	105.6	0.0	40.3 \$	420.3
												8.0 \$	8.0
SEATTLE	1.5	20.0	23.6	67.4	67.2	17.8	0.0	0.0	0.0	1.9	0.0	0.0 \$	199.4
KANSAS CITY									0.4	0.0	0.2	0.5 \$	1.1
ST. LOUIS		2.0	0.0	0.0	0.0	149.5	66.5	56.1	15.9	40.2	15.1	14.0 \$	359.3
SALT LAKE CITY								6.6	0.0	12.5	0.0	9.9 \$	29.0
SAN DIEGO, CA			20.2			0.2		0.0	0.0	0.5	0.0		\$ 20.9
CHICAGO							1.0	0.7	17.1	0.0	16.4	91.5 \$	126.7
AKRON												1.0 \$	1.0
CLEVELAND									0.8	1.5	1.0		\$ 3.3
MEMPHIS												0.5 \$	0.5
DENVER							36.5	33.4					\$ 69.9
HONOLULU								10.5	20.9	0.0	0.0		\$ 31.4
DALLAS										82.5	2.5	61.7 \$	146.7
SACRAMENTO										1.0	1.0		\$ 2.0
NEW ORLEANS											2.0	3.7 \$	5.7
ORLANDO											0.7	4.7 \$	5.4
ST. PAUL												2.8 \$	2.8
SAN JUAN												5.0 \$	5.0
OTHERS	25.7												\$ 25.7
TOTALS	3,507.2	271.9	469.4	245.6	355.3	361.0	456.2	329.5	311.7	786.6	418.5	1,261.4 \$	8,774.3

CAPITAL OBLIGATIONS FOR NEW SYSTEMS  
FISCAL YEARS 1983 - 1995

Figure 24

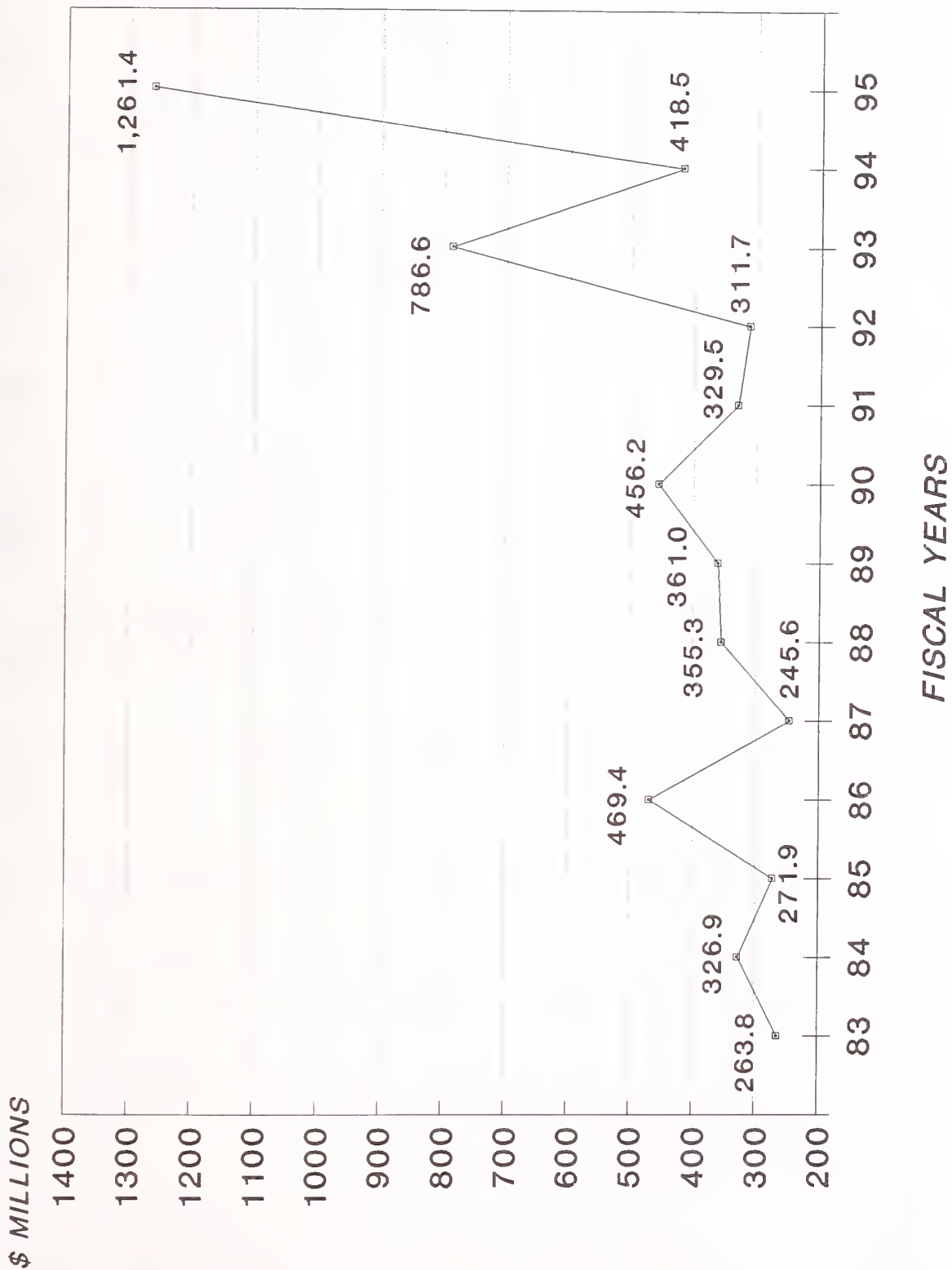






TABLE 25

## CAPITAL AND URBANIZED AREA FORMULA OBLIGATIONS FOR NEW SYSTEMS

FISCAL YEARS 1984-1995

(IN REGIONAL ORDER)

URBANIZED AREA	CAPITAL FY 1984-91	CAPITAL FY 1992	CAPITAL FY 1993	CAPITAL FY 1994	CAPITAL FY 1995	URB. AREA FORMULA FY 1984-91	URB. AREA FORMULA FY 1992	URB. AREA FORMULA FY 1993	URB. AREA FORMULA FY 1994	URB. AREA FORMULA FY 1995	12 YEAR TOTAL\$
PORTLAND, ME	0	0	0	0	0	0	0	0	0	0	38,310,500
BOSTON	0	11,000,000	37,963,124	0	44,836,748	0	0	0	0	0	93,799,872
BUFFALO	6,983,226	0	0	0	0	870,000	0	0	0	0	7,953,226
NEW YORK	0	11,000,000	15,775,788	64,512,500	54,837,500	0	8,200,000	0	26,673,600	0	180,999,388
NE NEW JERSEY	4,319,559	0	38,237,515	138,979,275	194,273,750	0	0	0	0	0	375,810,099
SO. NEW JERSEY	0	0	0	0	496,250	0	0	0	0	0	496,250
BALTIMORE	6,011,900	0	9,925,000	33,420,590	48,457,748	0	0	0	0	0	97,815,238
PHILADELPHIA	0	0	0	0	1,204,748	0	0	0	0	0	1,604,748
PITTSBURGH	0	0	0	0	51,349,747	0	0	0	0	76,500,000	152,402,247
ATLANTA	547,889,430	61,978,784	18,929,384	9,925,000	11,045,616	36,568,488	177,396	0	0	0	676,411,702
F.LAUNDERDALE	0	0	4,639,938	15,045,000	9,925,000	0	0	0	0	0	24,667,334
JACKSONVILLE	50,084,974	0	0	9,654,716	18,574,095	7,967,200	0	0	0	280,000	73,387,174
MIAMI	148,100,000	0	25,650,000	9,654,716	4,962,500	16,208,800	0	0	0	0	218,187,611
SAN JUAN	0	0	0	0	4,734,900	0	0	0	0	0	4,962,500
ORLANDO	0	0	0	737,600	0	0	0	0	0	0	5,472,500
CHARLOTTE	0	125,000	0	0	0	0	0	0	0	0	125,000
MEMPHIS	0	0	0	0	496,248	2,850,000	0	152,000	0	0	3,498,248
AKRON	0	0	0	0	992,500	0	0	788,574	0	1,123,188	2,904,262
CHICAGO	1,654,014	17,067,000	0	16,433,400	91,491,302	0	0	73,125	0	0	126,718,841
CINCINNATI	0	0	0	1,339,875	1,191,000	0	0	0	0	2,000,000	4,530,875
CLEVELAND	0	800,000	1,500,000	1,000,000	0	0	0	0	0	0	3,300,000
DETROIT	50,000,000	0	0	0	0	47,208,264	0	0	0	0	97,208,264
ST.PAUL	0	0	0	0	2,779,000	0	0	0	1,600,000	0	2,779,000
DALLAS	0	0	82,559,999	2,480,000	61,699,313	0	0	0	0	0	148,339,312
EL PASO	0	0	0	0	0	0	0	12,960	0	0	12,960
HOUSTON	149,237,311	6,400,000	188,600,000	0	69,658,472	0	0	0	0	0	413,895,783
NEW ORLEANS	0	0	0	0	3,763,200	0	0	0	0	0	5,763,200
KANSAS CITY	0	368,000	0	2,000,000	466,520	0	0	0	0	0	1,035,000
ST. LOUIS	274,160,012	15,870,000	40,196,250	15,086,000	14,084,288	1,500,000	0	0	0	0	360,896,550
DENVER	69,951,750	0	0	200,480	0	0	0	0	0	0	69,951,750
SALT LAKE C	6,600,000	0	0	0	9,893,530	0	0	0	0	0	28,993,530
LOS ANGELES	1,013,143,710	69,109,998	109,175,000	0	376,533,445	90,583,720	0	21,326,000	0	82,900,000	1,762,771,873
S. FRANCISCO	11,652,750	70,012,250	105,551,833	0	40,270,216	3,647,200	0	0	0	0	231,134,249
VALLEJO	0	0	0	0	8,000,000	0	0	0	0	0	8,000,000
SAN DIEGO	20,355,450	0	500,000	0	0	38,848,752	0	0	0	0	59,704,202
SACRAMENTO	0	0	992,500	992,500	0	1,920,000	0	0	0	0	3,905,000
SAN JOSE	175,456,377	12,750,000	0	0	0	53,971,736	0	0	0	6,101,750	248,279,863
HONOLULU	10,500,000	20,925,000	0	0	0	0	9,003,200	0	0	0	40,428,200
PORTLAND	73,065,675	14,305,000	67,490,000	106,662,670	97,265,000	12,512,928	0	550,000	871,520	43,087,208	415,810,001
SEATTLE	195,999,997	0	1,880,000	0	0	0	0	0	0	0	197,879,997
TOTAL	2,815,176,135	311,711,032	786,618,831	418,469,606	1,261,593,136	314,657,088	17,380,596	22,902,659	29,145,120	212,392,146	6,190,046,349

NOTE: INTERSTATE SUBSTITUTE FUNDS ARE ALSO USED FOR NEW SYSTEMS. REFER TO THE INTERSTATE SUBSTITUTE TABLES FOR THIS DATA.

# Under 1 Million Population

TABLE 26  
CAPITAL PROGRAM  
FISCAL YEARS 1985 - 1995  
BUS, FIXED GUIDEWAY AND NEW SYSTEMS

URBANIZED AREA	FY 1985-87	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993	FY 1994	FY 1995	11 YEAR TOTAL \$
=====										
HARTFORD, CT	0	436,020	0	0	117,120	3,299,360	0	0	0	3,852,500
DANBURY, CT	0	0	0	0	1,650,000	0	0	0	0	1,650,000
FITCHBURG-LEOMIN, MA	3,446,550	405,000	0	406,248	0	0	0	0	1,000,000	5,257,798
BROCKTON, MA	0	1,058,400	0	3,999,999	0	0	0	0	0	5,058,399
GREENFIELD-MONTAG, MA	0	0	0	0	0	0	0	0	540,000	540,000
LAWRENCE-HAVERHILL, MA	0	0	0	0	0	221,636	0	0	1,786,328	2,007,964
FALL RIVER, MA	0	0	0	0	914,967	0	0	0	0	914,967
LOWELL, MA	0	0	0	0	2,860,002	0	0	2,340,000	0	5,200,002
NEW BEDFORD, MA	0	0	0	0	0	0	0	5,000,000	0	5,000,000
PITTSFIELD, MA	0	0	0	0	1,699,998	0	0	0	0	1,699,998
SPRINGFIELD, MA	525,000	0	0	439,998	0	5,000,000	0	2,000,000	0	7,964,998
WORCESTER, MA	0	0	0	0	0	0	0	0	3,000,000	3,000,000
BANGOR, ME	0	0	0	0	1,489,725	0	0	0	0	1,489,725
LEWISTON, ME	0	0	0	0	1,170,360	0	0	0	0	1,170,360
PORTLAND, ME	2,275,452	924,000	0	1,149,999	0	0	0	0	38,310,500	42,659,951
PORTSMOUTH, NH	757,350	0	75,000	0	0	0	0	0	0	757,350
PROVIDENCE, RI	0	0	0	248,625	0	0	3,312,000	3,356,428	3,744,852	10,736,905
ATLANTIC CITY, NJ	0	0	0	0	0	0	0	17,085,172	4,000,000	21,085,172
VINELAND, NJ	0	0	0	0	0	0	0	0	1,000,000	1,000,000
ALBANY, NY	0	0	0	375,000	0	0	0	1,024,000	1,000,000	2,399,000
BUFFALO, NY	919,995	0	0	492,801	0	9,558,668	480,152	9,850,224	452,264	20,341,308
ELMIRA, NY	0	0	343,740	0	0	0	0	103,368	0	1,864,904
GLEN FALLS, NY	0	0	600,000	0	0	0	0	0	0	600,000
ITHACA, NY	0	0	0	0	3,150,000	0	0	492,000	0	3,642,000
POUGHKEEPSIE, NY	0	0	0	4,900,500	0	0	0	0	0	4,900,500
ROCHESTER, NY	6,988,350	0	4,740,630	0	0	2,500,000	0	0	0	14,228,980
SYRACUSE, NY	0	0	1,744,875	1,252,250	0	0	0	0	700,000	3,697,125
UTICA-ROME, NY	0	486,000	0	0	1,613,448	0	0	99,200	0	2,198,648
BRIDGEPORT, CT	822,960	0	0	0	0	0	0	0	0	822,960
WILMINGTON, DE	0	0	0	1,599,999	0	0	1,028,000	0	6,150,000	7,749,999
ANNAPOLIS, MD	0	0	0	0	0	621,600	0	0	217,600	1,867,200
FREDERICK, MD	0	0	0	0	0	600,000	0	0	739,998	1,339,998
HAGERSTOWN, MD	0	0	0	0	0	1,546,000	0	0	0	1,546,000
ALTOONA, PA	0	0	0	0	0	2,000,000	0	2,125,000	3,300,000	7,425,000
ERIE, PA	0	0	0	0	0	0	0	0	4,067,180	4,067,180
JOHNSTOWN, PA	0	0	0	0	131,250	1,600,000	0	0	0	1,731,250
READING, PA *	0	0	0	1,581,000	0	2,500,000	0	7,580,000	1,700,000	13,361,000
STATE COLLEGE, PA	0	0	0	0	0	2,500,000	0	0	0	2,500,000
WILLIAMSPORT, PA	0	0	0	0	0	0	400,000	0	2,500,000	2,900,000
CHARLOTTESVILLE, VA	0	0	0	0	0	0	548,000	0	0	548,000
LYNCHBURG, VA	0	0	0	0	324,999	0	0	0	0	324,999
NEWPORT NEWS-HAMP, VA	2,294,455	1,373,625	0	3,600,000	0	0	0	0	0	7,268,080
NORFOLK, VA	0	0	9,450	340,500	0	0	0	0	0	349,950
PETERSBURG, VA	0	0	0	0	1,417,002	0	0	0	0	1,417,002
ROANOKE, VA	0	847,500	0	373,023	1,493,700	0	0	0	0	2,714,223
CHARLESTON, WV	0	0	0	3,971,038	1,062,653	0	0	1,056,688	0	6,090,379
HUNTINGTON, WV	0	0	0	602,625	546,327	0	0	884,684	3,400,000	5,433,636
PARKERSBURG, WV	0	0	0	280,294	344,122	0	0	374,940	0	999,356
WHEELING, WV	0	0	0	2,625	542,410	0	0	873,048	8,912,364	10,330,447
BIRMINGHAM, AL	0	0	0	0	0	2,899,200	0	3,393,600	0	6,292,800

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	FY 1985-87	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993	FY 1994	FY 1995	TOTAL \$
MONTGOMERY, AL	0	0	0	0	0	3,339,960	0	0	0	3,339,960
JACKSONVILLE, FL	15,500,000	0	5,784,750	0	29,018,692	0	0	15,045,000	0	65,348,442
LAKELAND, FL	0	0	0	219,999	0	1,774,800	0	0	0	1,994,799
MELBOURNE-COCOA FL	0	0	1,546,371	0	0	420,000	0	0	0	1,966,371
ORLANDO, FL	1,760,550	0	6,199,998	1,950,000	49,998	0	0	8,237,600	10,906,500	29,104,646
PENSACOLA, FL	0	0	0	0	956,812	0	0	0	0	956,812
SARASOTA, FL	0	0	0	0	0	0	0	3,688,480	0	3,688,480
TAMPA, FL	17,766,000	0	4,010,250	0	0	0	0	0	0	21,776,250
TALLAHASSEE, FL	0	0	0	0	1,333,735	0	0	0	0	1,333,735
W. PALM BEACH, FL	0	0	0	0	0	265,708	0	0	0	265,708
SAVANNAH, GA	0	0	0	0	0	0	0	0	5,000,000	5,000,000
FORT WRIGHT, KY	0	0	0	0	0	0	0	2,310,000	0	2,310,000
LOUISVILLE, KY	0	0	0	0	0	0	0	2,000,000	2,400,000	4,400,000
ASHEVILLE, NC	0	930,000	12,270,000	3,881,250	54,900	125,000	3,799,386	0	88,000	3,942,286
CHARLOTTE, NC	0	0	0	0	1,305,180	1,471,140	1,093,068	0	0	17,206,250
DURHAM, NC	0	0	0	0	456,492	369,600	129,565	0	640,000	4,509,388
GASTONIA, NC	0	0	0	0	2,736,780	2,097,744	1,050,983	0	0	955,657
GREENSBORO, NC	0	0	0	0	0	0	0	0	1,899,560	7,785,067
GREENVILLE, NC	0	0	0	0	0	0	0	0	206,560	206,560
HICKORY, NC	0	0	0	0	0	0	0	0	240,528	240,528
HIGH POINT, NC	0	0	0	0	0	29,440	32,000	0	237,040	298,480
RALEIGH, NC	0	0	0	0	0	0	311,000	0	7,714,248	8,025,248
ROCKY MT, NC	0	0	0	0	0	0	1,050,983	0	75,200	1,126,183
WILMINGTON, NC	0	0	0	0	71,340	0	48,000	0	224,000	343,340
WINSTON SALEM, NC	0	0	0	0	511,557	0	213,289	0	12,992,140	13,716,986
CHARLESTON, SC	0	0	0	0	518,712	0	0	6,871,400	0	7,390,112
SUMTER, SC	0	0	0	0	0	0	0	0	50,000	50,000
BRISTOL, TN	0	0	0	0	112,500	0	0	0	60,800	173,300
CHATTANOOGA, TN	0	0	0	0	3,025,850	0	14,395,135	1,093,352	2,420,000	20,934,337
CLARKSVILLE, TN	0	0	0	0	226,275	0	0	0	486,400	712,675
JACKSON, TN	0	0	0	0	630,000	0	0	0	724,000	1,354,000
JOHNSON CITY, TN	0	0	0	0	409,125	0	0	0	279,200	688,325
KINGSFORT, TN	0	0	0	0	146,250	0	0	0	336,000	482,250
KNOXVILLE, TN	0	0	0	0	675,000	0	0	0	3,180,000	3,855,000
MEMPHIS, TN	0	0	0	0	0	0	0	4,333,200	17,467,116	21,800,316
NASHVILLE, TN	0	0	0	0	2,606,863	0	243,200	3,456,800	553,600	6,860,463
BLOOMINGTON, IL	0	0	0	418,500	0	0	0	0	0	418,500
CHAMPAIGN-URBANA, IL	0	0	0	0	514,284	0	0	0	2,640,000	3,154,284
DECATUR, IL	0	0	0	91,500	1,157,139	0	0	0	0	1,248,639
PEORIA, IL	0	0	0	2,499,999	1,542,852	0	0	832,000	92,000	4,966,851
ROCKFORD, IL	0	0	0	0	1,285,725	0	0	665,600	1,584,000	3,535,325
ROCK ISLAND, IL	0	0	0	1,444,500	0	0	0	280,000	0	1,724,500
SPRINGFIELD, IL	0	0	0	0	0	0	0	1,900,000	320,000	2,220,000
ANDERSON, IN	0	0	0	0	0	0	0	0	0	527,331
BEDFORD, IN	0	0	0	0	0	0	66,444	0	0	66,444
BLOOMINGTON, IN	0	0	0	0	0	0	0	1,248,800	2,409,783	3,658,583
EVANSVILLE, IN	0	800,000	0	0	0	0	632,797	0	0	632,797
INDIANAPOLIS, IN	0	0	0	0	0	0	0	0	0	800,000
LAFAYETTE, IN	0	0	0	0	0	0	1,220,771	0	0	1,220,771
MUNCIE, IN	0	0	0	0	0	0	843,730	0	0	843,730
SOUTH BEND, IN	0	0	0	0	0	0	0	0	3,096,572	3,096,572
ANN ARBOR, MI	0	0	0	0	0	1,500,000	0	0	0	1,500,000
BATTLE CREEK, MI	0	0	0	65,311	0	0	179,703	348,000	180,000	773,014
BAY CITY, MI	0	0	0	0	0	0	787,500	992,000	160,000	1,939,500

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	FY 1985-87	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993	FY 1994	FY 1995	TOTAL \$
BENTON, HARBOR, MI	0	0	0	0	0	0	0	139,760	70,016	209,776
FLINT, MI	0	2,013,750	0	0	0	0	171,360	7,785,606	1,250,000	11,220,716
GRAND RAPIDS, MI	0	0	0	1,074,015	0	0	0	652,576	1,376,871	3,103,462
JACKSON, MI	0	0	0	746,628	0	0	12,007	0	0	758,635
KALAMAZOO, MI	0	0	0	0	0	0	1,848,000	1,032,000	540,000	3,420,000
LANSING, MI	0	0	0	1,227,532	0	0	0	0	4,000,000	5,227,532
MUSKEGON, MI	0	0	0	0	0	0	898,858	160,000	0	1,058,858
NILES, MI	0	0	0	0	0	0	0	0	36,928	36,928
PORT HURON, MI	0	0	0	0	0	0	0	0	381,260	381,260
SAGINAW, MI	0	0	0	92,095	0	0	1,160,000	752,000	0	2,004,095
DULUTH, MN	0	0	0	0	0	0	0	2,000,000	0	2,000,000
ST. CLOUD, MN	340,000	0	0	0	0	0	0	0	0	340,000
AKRON, OH	0	1,495,500	0	0	2,700,000	1,450,000	0	3,600,000	992,500	10,238,000
CANTON, OH	0	0	0	0	0	1,575,000	0	0	694,222	2,269,222
COLUMBUS, OH	0	0	0	0	0	0	4,067,898	7,400,000	3,400,000	14,867,898
DAYTON, OH	0	0	0	0	0	0	14,146,186	1,776,333	4,145,966	20,068,485
HAMILTON, OH	0	0	0	0	0	0	0	0	270,000	270,000
SPRINGFIELD, OH	0	0	0	0	0	0	0	0	890,720	890,720
TOLEDO, OH	0	0	0	0	0	0	0	3,000,000	0	3,000,000
YOUNGSTOWN, OH	0	0	0	0	782,250	0	0	3,500,000	0	4,282,250
APPLETON, WI	0	0	0	1,400,000	1,400,000	0	1,872,650	224,800	38,400	3,535,850
BELOIT, WI	0	0	0	168,000	0	0	243,220	672,000	32,000	1,115,220
EAU CLAIRE, WI	0	0	0	0	0	0	0	0	1,594,528	-1,594,528
GREEN BAY, WI	0	0	0	240,000	0	0	80,400	696,736	0	1,017,136
JANESVILLE, WI	0	0	0	135,000	0	0	259,860	289,200	138,400	822,460
KENOSHA, WI	0	0	0	361,000	0	0	223,950	567,328	1,505,765	2,658,043
LACROSSE, WI	0	0	0	650,000	0	0	1,181,600	135,680	0	1,967,280
MADISON, WI	0	0	0	0	0	0	9,670,274	0	2,493,000	12,163,274
OSHKOSH, WI	0	0	0	418,750	0	0	716,563	95,200	0	1,230,513
RACINE, WI	0	0	0	270,000	0	0	94,400	790,880	51,080	1,206,360
SHEBOYGAN, WI	0	0	0	0	0	0	211,250	759,400	847,645	1,818,295
WAUSAU, WI	0	0	0	115,000	0	0	90,266	352,400	512,182	1,069,848
LITTLE ROCK, AR	0	0	0	0	0	0	0	0	270,000	270,000
BATON ROUGE, LA	0	0	0	0	0	4,373,552	0	0	0	4,373,552
ALBUQUERQUE, NM	0	1,400,000	961,920	0	1,350,000	0	0	0	0	3,711,920
RIO RANCHO, NM	0	0	0	0	0	0	0	0	325,429	325,429
SANTA FE, NM	0	0	0	946,401	0	0	1,287,352	0	1,010,000	3,243,753
OKLAHOMA CITY, OK	0	0	0	0	0	600,000	0	0	2,624,999	3,224,999
TULSA, OK	0	0	0	0	0	0	0	0	2,625,000	2,625,000
AUSTIN, TX	20,357,204	0	0	0	0	5,123,100	0	0	0	25,480,304
BRAZOS, TX	0	0	0	0	0	0	0	0	1,136,040	1,136,040
CORPUS CHRISTI, TX	0	0	0	0	0	0	1,532,000	544,000	5,714,044	7,790,044
EL PASO, TX	0	0	1,452,936	0	0	1,470,300	5,647,200	400,000	1,942,098	10,912,534
LAREDO, TX	0	0	0	0	0	3,000,000	0	7,000,000	0	10,000,000
SAN ANTONIO, TX	22,300,005	0	0	0	0	0	0	0	0	22,300,005
CEDAR RAPIDS, IA	0	0	35,364	0	0	597,000	937,500	4,157,451	1,100,674	6,827,989
DAVENPORT, IA	0	0	0	0	0	731,250	0	0	146,080	877,330
DES MOINES, IA	0	0	1,405,425	0	4,750,704	1,117,500	80,000	0	14,688,208	22,041,837
DUBUQUE, IA	0	0	0	435,600	0	0	0	179,692	189,836	805,128
IOWA CITY, IA	0	0	0	48,750	0	300,000	0	1,547,311	1,073,011	2,969,072
SIOUX CITY, IA	0	0	0	131,250	0	337,500	0	827,659	320,414	1,616,823
TOPEKA, KA	0	0	0	0	0	0	0	0	7,232,000	7,232,000
WATERLOO, IA	0	0	0	94,500	0	0	0	521,649	1,200,635	1,816,784
WICHITA, KA	0	0	0	0	0	0	3,254,318	0	2,600,000	5,854,318

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	FY 1985-87	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993	FY 1994	FY 1995	TOTAL \$
OSAGE BEACH, MO	0	0	0	165,000	0	0	0	0	0	165,000
COLUMBIA, MO	0	0	0	0	9,000	0	0	1,368,000	0	1,377,000
JOPLIN, MO	0	0	0	0	9,000	0	0	0	0	9,000
SPRINGFIELD, MO	0	0	0	1,182,446	9,000	5,117,147	0	2,964,480	0	9,273,073
ST. JOSEPH, MO	0	0	0	39,750	0	0	0	0	793,600	833,350
LINCOLN, NE	0	0	0	0	38,025	1,334,813	0	0	0	1,372,838
OMAHA, NE	0	0	0	0	0	0	0	2,364,800	0	2,364,800
FT. COLLINS, CO	0	0	0	0	326,001	1,152,000	0	0	0	1,478,001
BILLINGS, MT	0	0	0	1,931,250	0	0	0	0	0	1,931,250
GREAT FALLS, MT	0	0	0	1,579,617	0	0	0	0	0	1,579,617
LAS VEGAS, NV	0	0	0	0	0	0	0	0	10,500,000	10,500,000
SIOUX FALLS, SD	0	0	0	0	0	0	0	2,400,000	1,200,000	3,600,000
PROVO, UT	0	3,750,000	0	0	0	0	0	0	0	3,750,000
SALT LAKE CITY, UT	0	0	0	0	11,400,000	0	17,668,620	0	0	29,068,620
TUCSON, AZ	0	0	3,508,500	0	3,000,000	3,000,000	11,254,316	1,500,000	16,893,528	49,470,648
PALM SPRINGS, CA	0	0	0	0	0	0	2,175,000	0	0	2,175,000
DAVIS, CA	0	0	0	0	0	3,200,000	0	0	0	3,200,000
NAPA, CA	0	0	0	0	0	0	0	0	117,000	117,000
SACRAMENTO, CA	0	0	0	757,500	0	0	0	0	0	757,500
SANTA BARBARA, CA	0	0	0	0	0	0	0	0	1,000,000	1,000,000
SANTA CRUZ, CA	3,060,204	0	0	75,000	3,198,636	0	0	0	184,000	6,517,840
STOCKTON, CA	0	0	0	0	0	0	0	5,000,000	0	5,000,000
HONOLULU, HI	0	0	0	0	10,500,000	20,925,000	0	0	0	31,425,000
RENO, NV	1,710,795	0	0	0	3,056,175	0	0	0	0	4,766,970
EUGENE, OR	6,171,693	0	0	2,127,000	0	0	4,517,760	0	8,850,000	21,666,453
MEDFORD, OR	0	0	0	0	0	0	2,033,949	0	0	2,033,949
SALEM, OR	2,804,230	0	0	0	0	0	0	0	0	2,804,230
BELLINGHAM, WA	0	0	0	0	0	3,705,000	0	0	0	3,705,000
BREMERTON, WA	2,466,090	0	0	0	0	0	0	0	0	2,466,090
OLYMPIA, WA	0	0	0	0	0	1,500,000	0	0	0	1,500,000
RICHLAND, WA	0	0	0	0	394,875	0	0	880,000	0	1,274,875
SPOKANE, WA	0	0	0	0	0	0	4,200,000	0	0	4,200,000
TACOMA, WA	3,999,999	0	0	2,533,332	0	0	0	0	3,000,000	9,533,331
RURAL									281,962,412	

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CONNECTICUT STATE	0	0	0	0	362,700	0	0	0	0	362,700
PENOBSCOT BAY, ME	0	0	0	0	0	533,336	0	0	0	533,336
MAINE STATE	1,275,003	2,048,700	399,999	999,999	537,750	0	0	1,566,388	0	6,827,839
GREENFIELD, MA	0	0	0	0	97,302	0	0	0	0	97,302
MASSACHUSETTS	507,750	0	0	0	0	0	0	0	0	507,750
CONCORD, NH	0	0	0	0	0	0	0	0	0	980,340
NEW HAMPSHIRE	921,000	0	0	0	0	0	0	0	0	921,000
RUTLAND, VT	0	0	0	0	0	0	0	0	0	3,200,000
VERMONT STATE	271,125	0	0	0	324,762	200,000	0	0	3,000,000	595,887
SO. AMBOY, NJ	0	0	0	0	0	0	0	0	0	500,000
GREENE CO., NY	0	0	495,000	0	0	0	0	0	0	495,000
HUDSON, NY	0	0	1,125,000	0	0	0	0	0	0	1,125,000
WESTCHESTER, CO., NY	0	0	0	0	0	0	0	0	1,500,000	1,500,000
ST. THOMAS, VI	0	0	0	3,000,000	0	0	0	0	0	3,000,000
KENTUCKY STATE	0	284,775	0	0	0	0	0	0	0	284,775
NEWCASTLE CO., DE	0	0	0	0	0	0	0	0	250,000	250,000
CUMBERLAND, MD	0	0	0	0	0	525,000	0	0	0	525,000

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	FY 1985-87	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993	FY 1994	FY 1995	TOTAL \$
OCEAN CITY, MD	0	0	0	0	0	844,000	605,600	0	644,080	2,093,680
MARYLAND STATE	0	0	0	0	0	0	1,617,440	0	1,488,320	3,105,760
MISSISSIPPI STATE	0	0	0	0	0	0	0	0	781,000	781,000
BEAVER CO., PA	0	0	0	0	0	0	0	0	500,000	500,000
CHAMBERSBURG, PA	0	0	0	0	0	0	0	240,000	0	240,000
CHESTER, PA	0	0	0	0	0	0	0	1,000,000	0	1,000,000
JOHNSONBURG, PA	249,000	496,920	0	0	1,252,350	2,233,440	92,000	0	0	4,323,710
MONROE CO, PA	0	0	0	0	0	360,000	0	0	0	360,000
PENNSYLVANIA STATE	0	0	0	0	0	0	0	0	0	4,207,290
BLACKSBURG, VA	0	1,980,000	4,207,290	0	487,500	0	0	0	0	2,467,500
FAIRFAX, VA	0	0	0	0	0	0	0	6,000,000	0	6,000,000
MONONGALIA CO., WVA	712,500	0	0	0	0	0	0	0	0	712,500
WEST VIRGINIA	0	0	0	3,717,430	930,476	0	0	511,876	0	5,159,782
RIDGEVILLE, AL	0	0	0	0	0	21,324	0	0	0	21,324
ALABAMA STATE	0	0	0	1,999,998	3,000,000	0	0	0	0	4,999,998
KEY WEST, FL	0	0	0	0	600,000	239,666	0	1,856,876	0	2,696,542
MILTON, FL	0	0	31,998	0	0	0	0	0	0	31,998
FLORIDA STATE	0	0	0	0	525,000	0	0	0	0	525,000
MISSISSIPPI STATE	0	0	0	0	4,920,000	0	217,008	0	0	5,137,008
CHAPEL HILL, NC	0	0	0	0	0	0	0	0	5,257,660	5,257,660
GASTON CO, NC	0	0	0	0	0	127,828	0	0	274,060	401,888
NORTH CAROLINA	0	0	0	0	863,751	0	0	0	151,004	1,014,755
SOUTH CAROLINA	0	3,115,284	75,000	0	0	0	0	0	0	3,190,284
GATLINBURG, TN	0	0	0	0	0	0	0	0	880,000	880,000
PIGEON FORGE, TN	0	0	0	0	0	0	0	0	560,000	560,000
TENNESSEE STATE	0	0	0	0	2,718,135	0	0	0	0	2,718,135
MADISON CO., IL	0	0	0	0	0	0	0	0	7,260,000	7,260,000
INDIANA STATE	0	0	0	0	0	0	208,758	369,869	0	578,627
MICHIGAN STATE	2,215,077	4,532,724	845,283	1,016,046	0	0	4,617,572	3,058,169	2,295,669	17,735,257
GILBERT, MN	0	0	0	0	0	0	0	0	0	845,283
MINNESOTA	0	0	0	0	0	0	1,589,646	0	0	1,589,646
LAKE CO., OH	0	0	0	0	0	0	0	0	1,597,511	1,597,511
OHIO STATE	0	0	0	0	0	0	1,344,715	0	2,000,000	3,344,715
SUPERIOR WI	0	0	0	0	0	0	0	72,000	0	72,000
WISCONSIN STATE	0	0	0	0	2,037,566	0	0	344,376	7,280,000	9,661,942
ARKANSAS	0	0	0	0	4,842,030	0	0	0	0	4,842,030
ST. JAMES PARISH, LA	0	0	0	0	0	213,092	0	0	0	213,092
GALLUP, NM	0	0	0	0	250,002	0	0	0	0	250,002
LAS VEGAS, NV	0	0	0	0	0	0	0	0	220,000	220,000
ROSWELL, NM	0	0	0	0	1,650,000	0	0	0	0	1,650,000
OKLAHOMA STATE	0	0	0	0	0	0	0	0	1,749,997	1,749,997
BASTROP, TX	0	0	0	0	0	0	0	0	0	363,507
BRAZOS VALLEY, TX	0	0	0	363,507	0	0	18,474,768	0	0	19,391,315
SAN MARCOS, TX	0	0	0	0	501,183	415,364	0	1,127,500	0	1,127,500
TEXAS STATE	0	0	4,312,500	0	0	0	0	0	0	4,312,500
IOWA STATE	0	4,701,951	0	0	0	5,430,750	0	3,766,238	2,404,836	16,303,775
JOHNSON CO., KA	0	0	0	0	0	0	0	0	1,030,000	1,030,000
KANSAS STATE	0	0	0	618,750	0	0	0	0	0	618,750
FARMINGTON, MO	0	0	0	18,000	0	0	0	0	0	18,000
MISSOURI STATE	0	0	0	890,400	527,500	0	0	2,411,920	706,400	4,536,220
NEBRASKA	0	0	0	831,000	0	0	0	0	0	831,000
EAGLE CO. CO (AVON)	0	0	0	0	0	0	1,070,976	0	0	1,070,976
PITKIN CO., CO	0	0	0	0	0	0	0	3,060,800	0	3,060,800
VAIL, CO	202,875	697,125	0	0	0	0	0	0	0	900,000
MONTANA	0	0	0	0	0	1,055,584	0	0	0	1,055,584

Continued on next page

	FY 1985-87	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993	FY 1994	FY 1995	TOTAL\$
PARK CITY, UT	0	0	0	0	0	1,136,800	0	0	0	1,136,800
ROCK SPRING, WY	0	0	0	0	0	0	0	564,256	0	564,256
LAKE TAHOE, CA	0	0	0	0	0	0	1,200,000	0	156,000	1,356,000
YOLO CO., CA	0	0	0	0	0	0	0	0	1,500,000	1,500,000
BARROW, AK	0	0	0	0	2,950,628	0	0	0	0	2,950,628
JUNEAU, AK	339,000	0	70,300	0	780,000	0	0	0	0	1,189,300
KAUAI, HI	0	0	0	0	0	0	0	0	240,000	240,000
HAWAII	0	0	0	31,950	0	0	2,000,000	0	0	2,031,950
CLACKAMUS CO., OR	0	0	0	0	0	0	0	0	1,600,000	1,600,000
CORVALLIS, OR	0	0	0	0	0	0	0	0	397,200	397,200
KLAMATH, OR	0	0	0	0	0	0	0	0	216,800	216,800
CHELAN-DOUGLAS, WA	0	0	0	0	0	0	0	0	3,914,304	3,914,304
CLALLAM, WA	0	0	0	0	0	4,000,000	0	0	1,600,000	5,600,000
HOQUIAM, WA	0	0	0	1,170,000	0	0	0	0	0	1,170,000
RAYMOND, WA	600,000	0	0	0	0	0	0	0	0	600,000
GRAND TOTAL	123,560,212	33,777,274	56,251,579	63,935,929	147,410,595	124,185,202	156,968,277	205,913,133	333,917,253	1,245,919,454

\* OBLIGATIONS FOR READING, PA ARE FOR A MULTI-YEAR FUNDED STATEWIDE BUS PROJECT.



TABLE 26-1

**CAPITAL OBLIGATIONS FOR FIXED GUIDEWAY MOD AND NEW SYSTEMS  
URBANIZED AREAS UNDER 1 MILLION POPULATION  
FISCAL YEARS 1984 - 1995**

*(in regional order)*

URBANIZED AREA .....	FISCAL YEAR	FIXED GUIDEWAY MOD	NEW SYSTEMS	TOTAL \$ *****
LAWRENCE-HAVERH., MA	1992	221,636	0	221,636
	1995	1,786,328	0	1,786,328
				0
PORTLAND, ME	1995	0	38,310,500	38,310,500
				0
				0
PROVIDENCE, RI	1995	432,852	0	432,852
				0
BUFFALO, NY	1992	214,928	0	214,928
	1993	480,152	0	480,152
	1994	538,780	0	538,780
	1995	452,264	0	452,264
				0
WILMINGTON, DE	1995	150,000	0	150,000
JOHNSTOWN, PA	1984	1,504,656	0	1,504,656
	1992	558,516	0	558,516
				0
JACKSONVILLE, FL	1985	0	15,500,000	15,500,000
	1991	0	28,810,224	28,810,224
	1994	0	15,045,000	15,045,000
				0
ORLANDO, FL	1994	0	737,600	737,600
	1995	0	4,734,900	4,734,900
CHARLOTTE, NC	1992	0	125,000	125,000
				0
CHATTANOOGA, TN	1991	1,050,000	0	1,050,000
	1994	93,352	0	93,352
				0
MEMPHIS, TN	1995	0	496,248	496,248
				0
AKRON, OH	1995	0	992,500	992,500
				0
DAYTON, OH	1993	1,942,492	0	1,942,492
	1994	1,776,333	0	1,776,333
	1995	1,745,966	0	1,745,966
				0
EL PASO, TX	1994	400,000	0	400,000
				0
SALT LAKE CITY, UT	1991	0	6,600,000	6,600,000
	1993	0	12,500,000	12,500,000
	1995	0	9,893,530	9,893,530
				0
HONOLULU, HI	1991	0	10,500,000	10,500,000
	1992	0	20,925,000	20,925,000
				0
<b>\$ TOTAL</b>		<b>13,348,255</b>	<b>165,170,502</b>	<b>178,518,757</b>





TABLE 27

CAPITAL AND URBANIZED AREA FORMULA OBLIGATIONS  
SECTIONS 5307 AND 5309  
FISCAL YEARS 1991-1995

## FOR URBANIZED AREAS OVER 1 MILLION POPULATION

URBANIZED AREA *****	CAPITAL					CAPITAL					CAPITAL					CAPITAL & URB. AREA FORMULA					URBANIZED AREA FORMULA OPERATING					GRAND TOTAL \$
	1991	1992	1993	1994	1995	1991	1992	1993	1994	1995	1991	1992	1993	1994	1995	1991	1992	1993	1994	1995	1991	1992	1993	1994	1995	
BOSTON, MA	32.1	21.1	38.0	140.9	95.2	32.4	59.1	37.8	91.2	75.7	623.5	18.4	18.2	18.2	18.3	18.4	18.2	18.2	18.2	18.3	16.2	18.2	18.2	18.3	16.2	712.8
NEW YORK, NY	164.1	228.8	266.7	351.8	315.4	248.5	311.3	255.5	360.1	363.1	2,865.3	104.5	101.8	107.2	102.2	104.5	101.8	107.2	102.2	102.2	91.9	101.8	107.2	102.2	91.9	3,372.9
NORTHEASTERN, NJ	68.3	6.0	164.6	212.6	305.7	54.8	68.2	75.1	69.2	150.5	1,175.0	29.8	29.9	24.9	37.4	29.8	29.9	24.9	37.4	37.4	35.7	29.9	24.9	37.4	35.7	1,332.7
SW CONNECTICUT	22.7	28.1	17.0	35.3	33.5	0	0	0	0	0	136.6	0	0	0	0	136.6	0	0	0	0	0	0	0	0	0	136.6
BUFFALO, NY	5.7	0	0	0	0	2.4	0	0	0	0	8.1	6.0	0	0	0	8.1	6.0	0	0	0	0	0	0	0	0	14.1
BALTIMORE, MD	10.6	18.0	41.6	47.9	73.9	11.9	13.4	7.0	16.9	18.6	259.8	10.1	9.7	9.7	9.7	10.1	9.7	9.7	9.7	9.7	8.6	9.7	9.7	9.7	8.6	307.6
NORFOLK, VA	0	0	0	0	0	0	0	7.9	7.4	4.4	26.7	0	4.4	4.4	4.9	4.4	4.4	4.4	4.9	4.9	3.7	4.4	4.4	4.9	3.7	44.1
PHILADELPHIA, PA-NJ	77.8	53.0	75.2	89.4	92.5	48.1	46.2	30.5	64.8	157.2	734.7	32.0	31.8	37.4	30.1	32.0	31.8	37.4	30.1	30.1	28.2	31.8	37.4	30.1	28.2	894.2
SO. NEW JERSEY	0	0	6.0	6.0	7.4	0	0	0	0	0	19.4	0	0	0	0	19.4	0	0	0	0	0	19.4	0	0	0	19.4
PITTSBURGH, PA	0	14.0	43.4	14.8	135.0	13.9	14.3	10.4	16.7	97.8	360.3	9.6	9.5	9.5	9.5	9.6	9.5	9.5	9.5	9.5	8.4	9.5	9.5	9.5	8.4	406.8
WASHINGTON, DC-MD-VA	22.4	10.6	21.8	17.3	25.2	36.6	37.7	39.8	75.9	76.0	363.3	17.0	16.9	16.8	16.9	17.0	16.9	16.8	16.9	16.9	15.4	16.8	16.8	16.9	15.4	446.3
ATLANTA, GA	30.2	64.5	27.4	18.2	38.7	14.0	17.3	24.0	23.9	27.4	285.6	6.8	6.8	7.1	5.6	6.8	6.8	7.1	5.6	5.6	19.6	6.8	7.1	5.6	19.6	331.5
FORT LAUDERDALE, FL	1.8	0	4.6	10.7	9.9	3.3	5.6	3.6	5.9	7.6	53.0	3.8	11.1	7.3	5.2	3.8	11.1	7.3	5.2	5.2	9.0	7.3	5.2	5.2	9.0	89.4
MIAMI, FL	2.7	5.5	50.1	16.3	27.1	6.4	17.6	13.3	19.8	26.1	184.9	8.4	8.4	8.4	8.4	8.4	8.4	8.4	8.4	8.4	7.4	8.4	8.4	8.4	7.4	225.9
SAN JUAN, PR	0	0	0	5.7	5.0	4.9	5.1	4.3	2.0	2.8	29.8	7.6	7.7	7.2	7.1	7.6	7.7	7.2	7.1	7.1	6.6	7.2	7.2	7.1	6.6	66.0
TAMPA, FL	0	0	0	0	0	0	6.5	6.9	11.2	14.3	38.9	0	5.3	5.2	5.2	0	5.3	5.2	5.2	5.2	2.8	5.2	5.2	5.2	2.8	57.4
CHICAGO, IL	108.6	100.3	89.9	121.4	194.3	86.2	97.0	105.7	128.3	125.2	1,156.9	46.1	46.3	46.4	46.2	46.1	46.3	46.4	46.2	46.2	39.6	46.3	46.4	46.2	39.6	1,381.5
NORTHWESTERN, IN	12.4	6.0	5.7	7.8	6.8	2.3	1.4	2.6	3.3	4.1	52.4	4.8	2.8	4.9	5.2	4.8	2.8	4.9	5.2	5.2	7.8	4.9	4.9	5.2	7.8	92.6
CINCINNATI, OH	0	3.8	0.6	1.3	9.4	4.4	4.4	7.5	13.7	21.2	66.3	6.2	5.3	4.8	5.3	6.2	5.3	4.8	5.3	5.3	4.7	5.3	4.8	5.3	4.7	92.6
CLEVELAND, OH	23.6	10.7	11.8	15.3	16.2	8.2	15.6	13.0	10.6	34.0	159.0	9.7	9.2	9.4	9.3	9.7	9.2	9.4	9.2	9.2	8.5	9.2	9.4	9.3	8.5	205.1
DETROIT, MI	8.4	8.2	2.4	10.9	9.2	12.0	5.7	3.5	17.1	20.0	97.4	33.3	20.0	21.1	21.2	33.3	20.0	21.1	21.2	21.2	18.9	21.1	21.1	21.2	18.9	211.9
MILWAUKEE, WI	0	0	0	0	3.0	3.1	7.3	12.1	10.2	9.3	45.0	5.5	5.4	5.4	5.6	5.5	5.4	5.4	5.6	5.6	5.3	5.4	5.4	5.6	5.3	72.2
MINNEAPOLIS, MN	0	0	8.0	7.0	8.8	1.8	10.3	10.5	9.4	16.8	72.6	7.3	7.3	7.3	12.1	7.3	7.3	7.3	12.1	12.1	6.4	7.3	7.3	12.1	6.4	113.0
DALLAS-FT WORTH, TX	3.3	0	84.0	2.5	99.0	30.1	2.3	25.4	49.7	28.8	325.1	2.8	6.1	4.3	5.3	2.8	6.1	4.3	5.3	5.3	6.4	4.3	4.3	5.3	6.4	350.0
HOUSTON, TX	10.0	8.6	2.3	12.0	15.0	13.0	5.6	1.3	9.5	50.9	406.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	406.0
NEW ORLEANS, LA	0	0	0	0	0	0	12.6	10.4	7.4	20.2	88.7	8.4	6.6	6.3	6.4	8.4	6.6	6.3	6.4	6.4	5.5	6.3	6.3	6.4	5.5	121.9
SAN ANTONIO, TX	0	0	0	0	0	1.1	1.1	0.6	2.4	8.4	50.6	0	4.6	4.6	4.6	0	4.6	4.6	4.6	4.6	4.1	4.6	4.6	4.6	4.1	68.5
KANSAS CITY, KS-MO	60.4	15.9	42.2	17.1	20.7	4.8	4.3	2.4	7.1	9.6	32.0	6.1	4.4	4.4	4.5	6.1	4.4	4.4	4.5	4.5	3.8	4.4	4.4	4.5	3.8	55.2
ST. LOUIS, MO-IL	33.5	0	11.3	0	0.8	7.3	9.1	6.3	11.2	19.4	184.5	9.6	9.6	9.6	9.6	9.6	9.6	9.6	9.6	9.6	8.5	9.6	9.6	9.6	8.5	231.4
DENVER, CO	0	0	0	0	7.7	4.2	0	27.6	5.1	36.2	98.9	5.9	5.9	5.5	5.9	5.9	5.9	5.5	5.9	5.9	6.1	5.5	5.5	5.9	6.1	128.2
PHOENIX, AZ	149.2	87.8	109.2	12.2	400.0	49.1	19.5	147.2	34.6	294.6	1,303.4	57.4	57.0	58.1	56.9	57.4	57.0	58.1	56.9	56.9	57.6	58.1	58.1	56.9	57.6	1,590.4
LOS ANGELES, CA	0	0	0	0	0	0	3.1	1.5	2.8	8.5	15.9	0	2.5	1.1	2.9	0	2.5	1.1	2.9	2.9	3.6	1.1	1.1	2.9	3.6	26.0
RIVERSIDE, CA	0	0	3.2	1.0	11.9	0	3.4	11.2	17.1	11.3	59.1	0	3.4	3.5	3.4	0	3.4	3.5	3.4	3.4	3.1	3.5	3.5	3.4	3.1	72.5
SACRAMENTO, CA	1.3	3.3	3.2	3.1	2.2	6.8	30.5	11.3	11.8	28.7	102.2	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3	8.8	7.3	7.3	7.3	8.8	138.0
SAN DIEGO, CA	56.0	100.7	199.1	34.1	112.7	33.7	55.5	44.7	64.3	122.7	823.5	19.0	18.8	15.8	13.4	19.0	18.8	15.8	13.4	13.4	23.1	15.8	15.8	13.4	23.1	913.6
SAN FRANCISCO, CA	0	12.7	0	0	2.4	6.5	9.9	12.3	10.1	39.8	93.7	6.1	6.1	6.0	6.0	6.1	6.1	6.0	6.0	6.0	1.2	6.1	6.0	6.0	1.2	119.1
SAN JOSE, CA	21.2	21.7	69.2	110.4	98.2	17.6	0.9	14.5	9.1	44.4	407.2	4.8	4.4	4.9	4.4	4.8	4.4	4.9	4.4	4.4	3.9	4.4	4.9	4.4	3.9	429.6
PORTLAND, OR-WA	0	2.3	1.9	4.8	17.5	19.9	15.3	36.3	32.5	5.8	136.3	5.9	6.7	6.2	7.4	5.9	6.7	6.2	7.4	7.4	1.0	6.2	6.2	7.4	1.0	163.5
SEATTLE-EVERETT, WA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	926.3	842.8	1,589.0	1,340.9	2,274.3	809.7	953.6	1,045.2	1,247.8	1,992.8	13,022.4	504.9	501.2	509.6	501.2	504.9	501.2	509.6	501.2	501.2	490.3	501.2	509.6	501.2	490.3	15,529.6

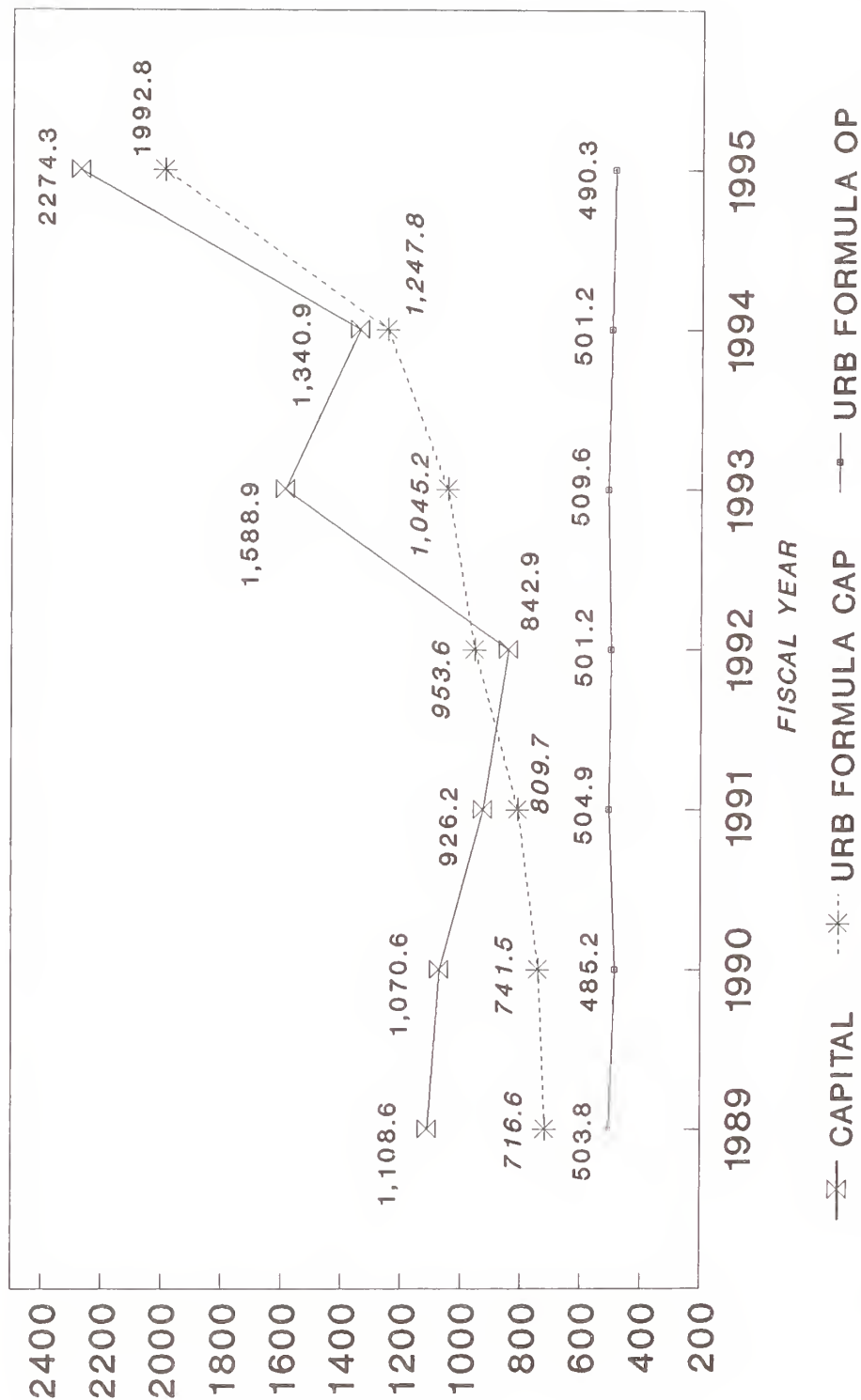
PLEASE NOTE BECAUSE OF THE 1990 CENSUS, BUFFALO WAS MOVED TO A LOWER POPULATION GROUP STARTING IN FY 1992.

# CAPITAL AND URBANIZED AREA FORMULA CAPITAL AND OPERATING URBANIZED AREAS OVER 1 MILLION POPULATION

\$ MILLIONS

FISCAL YEARS 1989 - 1995

Figure 27



Planning is Included In Urbanized Area Formula Capital.

TABLE 28

URBANIZED AREA FORMULA FUNDS FOR PLANNING  
OVER 1 MILLION POPULATION  
FISCAL YEARS 1988 - 1995

URBANIZED AREA	URB. AREA FORMULA FY 1988	URB. AREA FORMULA FY 1989	URB. AREA FORMULA FY 1990	URB. AREA FORMULA FY 1991	URB. AREA FORMULA FY 1992	URB. AREA FORMULA FY 1993	URB. AREA FORMULA FY 1994	URB. AREA FORMULA FY 1995	8 YEAR \$ TOTAL
BOSTON, MA	0	688,000	0	0	0	0	0	0	688,000
NEW YORK, NY/	132,947	0	0	5,314,973	4,151,726	607,887	0	271,705	10,479,238
NORTHEASTERN NJ	0	0	0	0	0	0	4,405,400	240,000	4,645,400
BALTIMORE, MD	0	0	0	0	0	0	5,020,400	1,911,600	6,932,000
NORFOLK, VA	0	0	0	0	0	62,000	472,784	1,565,376	2,100,160
PHILADELPHIA, PA-NJ	0	0	0	80,000	0	0	82,800	60,000	222,800
PITTSBURGH, PA	0	64,000	240,000	24,000	44,000	16,000	1,580,000	1,784,000	3,752,000
ATLANTA, GA	1,521,140	5,860,000	1,551,068	1,572,088	1,280,000	1,540,000	1,140,800	3,055,000	17,520,096
FORT LAUDERDALE, FL	0	241,100	0	0	0	110,443	0	0	351,543
MIAMI, FL	0	0	480,000	0	1,520,000	796,000	431,200	1,256,000	4,483,200
SAN JUAN, PR	0	0	0	340,000	0	0	0	0	340,000
TAMPA, FL	0	0	0	0	256,000	280,800	488,000	588,000	1,612,800
CHICAGO, IL	256,456	0	0	1,023,837	496,000	411,700	2,762,400	1,072,000	6,022,393
NORTHWESTERN, IN	416,000	216,000	292,000	285,349	305,772	304,000	304,000	0	2,123,121
CINCINNATI, OH	0	0	0	0	0	260,000	0	860,000	1,120,000
DETROIT, MI	0	0	0	0	0	24,000	0	0	24,000
MILWAUKEE, WI	360,000	288,000	438,000	438,000	438,000	438,000	494,000	494,000	3,388,000
DALLAS-FORT WORTH, TX	0	0	415,000	436,000	1,000	0	0	0	852,000
NEW ORLEANS, LA	361,400	315,000	0	768,000	814,000	402,400	240,000	400,000	3,300,800
KANSAS CITY, MO-KS	40,000	600,000	288,000	145,200	772,959	348,040	610,487	566,450	3,371,136
ST. LOUIS, MO-IL	0	0	0	0	0	320,000	0	0	320,000
DENVER, CO	148,000	0	120,000	0	1,439,948	0	4,800,000	0	6,507,948
PHOENIX, AZ	125,000	0	914,772	499,000	0	875,588	0	964,000	3,378,360
LOS ANGELES-LONG BEACH, CA	0	0	405,618	0	0	0	0	0	405,618
SACRAMENTO, CA	0	0	0	0	45,781	0	0	49,626	95,407
SAN DIEGO, CA	898,000	426,000	1,359,200	1,348,000	1,388,493	3,919,852	800,000	8,854,200	18,993,745
SAN FRANCISCO-OAKLAND, CA	0	2,800,000	0	0	140,000	0	0	2,337,000	5,277,000
PORTLAND, OR-WA	1,148,700	1,147,540	518,400	697,104	560,000	0	0	0	4,071,744
PORTLAND-VANCOUVER, WA	0	0	0	0	0	40,000	0	0	40,000
SEATTLE-EVERETT, WA	502,000	799,400	502,500	896,000	648,400	1,648,000	1,260,000	1,199,000	7,455,300
TOTAL	5,909,643	13,445,040	7,524,558	13,867,551	14,302,079	12,404,710	24,892,271	27,527,957	119,873,809



URBANIZED AREA FORMULA PROGRAM OBLIGATIONS FOR PLANNING  
FISCAL YEARS 1988 - 1995

URBANIZED AREAS OVER 1 MILLION POPULATION

Figure 28

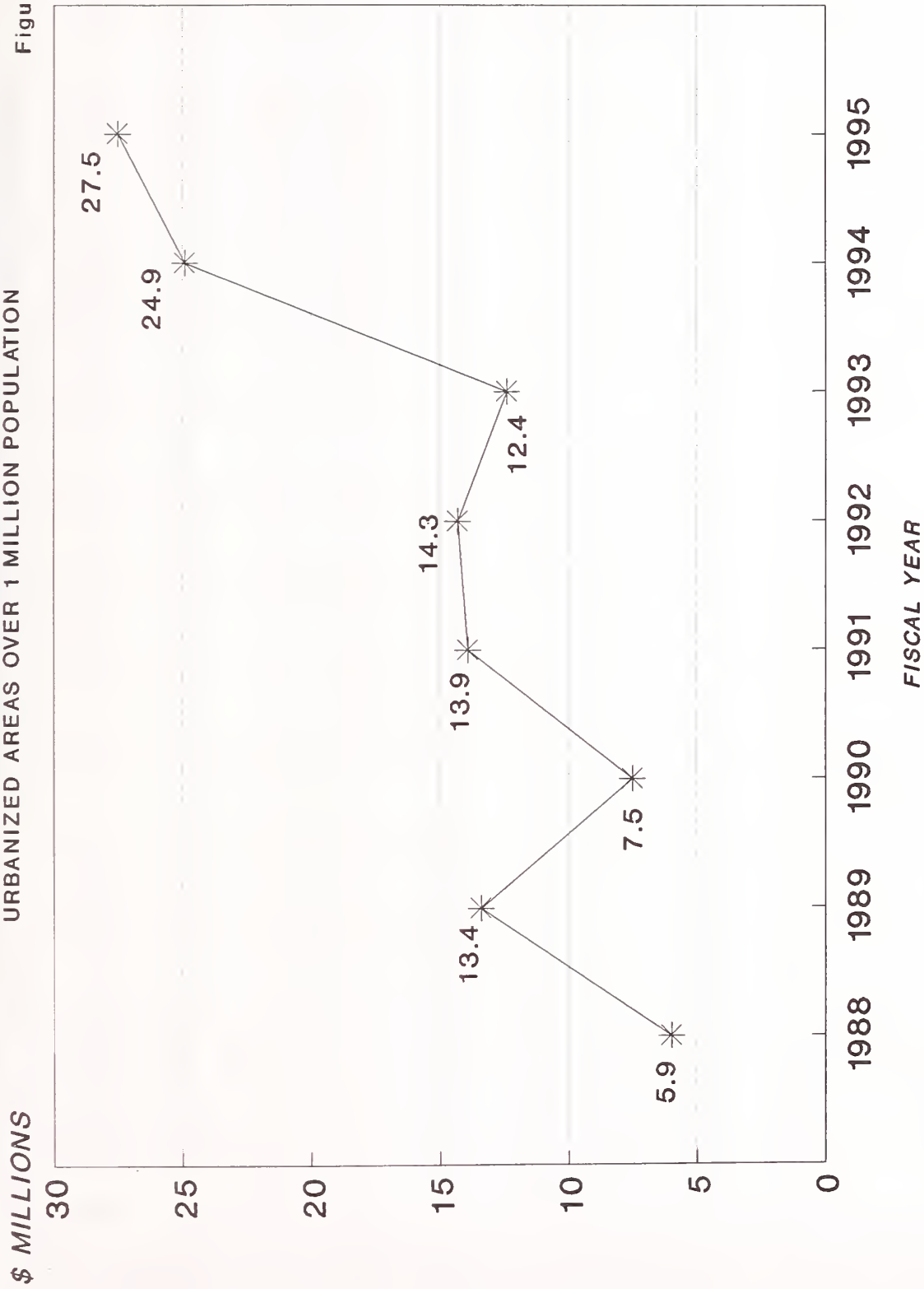




TABLE 29

OBLIGATIONS FOR FORMULA AND DISCRETIONARY FUNDS BY STATE  
CAPITAL, OPERATING AND PLANNING  
FISCAL YEARS 1987 - 1991

(IN MILLIONS)

IN DESCENDING ORDER BY TOTAL AMOUNT OF GRANTS RECEIVED

STATE	1987 TRUST FUNDS	1988 TRUST FUNDS	1989 TRUST FUNDS	1990 TRUST FUNDS	1991 TRUST FUNDS	1987 FORM	1988 FORM	1989 FORM	1990 FORM	1991 FORM	GRAND TOTAL
NEW YORK	130.4	27.5	227.6	205.9	182.6	553.8	593.0	357.4	356.5	422.2	3,056.9
CALIFORNIA	158.4	148.5	61.8	367.5	221.0	295.8	254.1	245.9	247.5	221.7	2,222.2
ILLINOIS	38.4	156.6	96.1	60.3	123.8	165.0	158.3	139.5	138.4	160.3	1,236.7
PENNSYLVANIA	61.5	65.1	122.1	68.7	84.8	147.4	109.1	109.0	98.0	106.5	972.2
NEW JERSEY	69.1	35.1	107.4	46.1	71.5	125.3	120.7	102.6	109.3	105.0	892.1
TEXAS	22.4	69.4	11.2	5.3	8.0	49.0	118.0	68.4	104.3	104.4	560.4
MASSACHUSETTS	16.8	55.8	19.4	79.3	40.4	72.7	69.7	68.5	66.1	71.2	559.9
FLORIDA	11.4	5.1	136.8	29.2	40.6	70.4	58.9	70.3	55.6	54.7	533.0
GEORGIA	52.9	149.7	71.3	2.6	31.7	26.5	35.7	34.5	30.0	30.1	465.0
MISSOURI	2.1	25.3	151.6	71.0	63.1	29.1	37.4	24.5	26.2	24.8	455.1
OHIO	6.0	28.4	3.4	33.1	26.4	83.1	69.1	55.9	63.7	65.0	434.1
WASHINGTON	80.8	68.6	25.2	5.4	2.3	43.9	32.0	45.3	33.0	38.1	374.6
CONNECTICUT	28.0	1.5	92.9	24.3	25.7	19.2	37.0	21.6	34.7	26.2	311.1
MICHIGAN	3.1	9.7	2.9	18.9	11.1	48.5	62.5	42.7	27.9	60.5	287.8
MARYLAND	1.9	12.1	23.2	17.3	12.5	32.9	29.2	27.1	27.2	90.8	274.2
DIST. OF COLUMBIA	1.3	2.3	1.8	23.5	5.3	48.7	46.7	42.8	45.2	46.5	264.1
COLORADO	19.7	2.1	1.7	37.7	35.0	19.3	24.1	20.3	18.4	20.5	198.8
WISCONSIN	1.6	1.6	27.1	3.2	7.4	29.6	29.4	26.7	21.5	20.8	168.9
LOUISIANA	3.1	3.6	22.6	6.9	11.1	15.0	33.1	21.0	17.6	33.1	167.1
INDIANA	1.4	2.2	1.4	19.7	13.9	26.7	27.0	26.7	22.0	22.6	163.6
VIRGINIA	1.5	6.2	1.1	10.0	24.8	32.3	23.6	17.1	16.3	13.3	146.2
OREGON	8.3	1.1	1.2	19.6	22.8	14.6	18.6	12.2	10.7	28.5	137.6
NORTH CAROLINA	1.3	2.2	13.5	5.1	7.4	17.6	18.8	24.4	11.5	27.6	129.4
MINNESOTA	1.6	9.8	3.6	8.7	1.3	34.5	18.8	17.3	17.5	12.6	125.7
TENNESSEE	1.2	1.2	1.3	1.3	12.0	26.6	14.3	15.1	15.3	29.8	118.1
PUERTO RICO	0.8	0.8	0.6	3.7	0.8	27.4	24.7	12.8	17.6	16.6	105.8
ARIZONA	1.0	3.4	1.3	4.1	4.1	12.1	19.0	7.1	24.3	13.8	90.2
ALABAMA	0.9	1.1	0.1	3.1	4.1	16.8	16.4	12.1	12.8	12.6	80.0
KENTUCKY	0.9	1.1	0.9	0.9	0.9	21.9	13.4	9.9	13.6	14.2	77.7
UTAH	0.4	4.3	4.1	0.6	11.9	11.6	11.4	9.1	9.6	9.3	72.3
HAWAII	0.3	0.3	0.3	0.3	10.9	19.5	0.3	12.5	5.8	15.6	65.8
RHODE ISLAND	0.5	0.5	0.7	0.7	0.5	11.6	11.0	11.4	5.9	15.4	58.2
OKLAHOMA	1.3	0.7	0.7	0.8	0.7	7.8	10.4	10.8	11.2	10.3	54.7
IOWA	0.8	5.5	2.2	1.5	5.5	7.8	8.0	7.6	7.3	8.1	54.3
SOUTH CAROLINA	0.7	3.8	1.0	0.9	1.2	7.7	7.6	10.2	9.5	7.8	50.4
WEST VIRGINIA	1.2	0.5	0.5	9.1	4.0	5.8	5.6	4.2	4.3	4.3	39.5
MISSISSIPPI	0.6	0.6	0.6	0.8	5.5	6.8	6.4	6.3	4.8	5.7	38.1
NEBRASKA	0.5	0.5	0.5	1.3	0.5	6.3	7.0	6.8	6.0	7.7	37.1
ARKANSAS	0.7	0.5	0.6	0.7	5.6	3.6	7.5	4.5	3.8	6.0	33.5
NEW MEXICO	0.6	1.9	1.3	0.4	4.6	11.3	3.4	3.1	3.0	3.5	33.1
KANSAS	0.6	0.6	0.6	1.2	0.6	5.5	5.9	7.0	5.4	5.1	32.5
NEVADA	0.3	0.3	0.3	0.2	3.3	5.0	1.1	6.1	2.7	2.9	22.2
MAINE	1.6	3.4	0.7	1.4	4.7	1.7	3.0	1.9	1.6	2.0	22.0
DELAWARE	0.3	0.3	0.3	1.9	0.4	8.0	2.9	2.5	2.2	2.2	21.0
MONTANA	0.3	0.3	0.3	3.9	0.3	2.0	1.9	2.6	2.3	1.9	15.8
NEW HAMPSHIRE	0.3	0.3	0.3	0.3	0.3	3.3	2.4	1.7	3.3	2.0	14.2
IDAHO	0.3	0.3	0.3	0.3	0.3	1.4	3.3	2.1	1.8	1.9	12.0
NORTH DAKOTA	0.2	0.3	0.3	0.2	0.3	1.8	1.8	1.5	2.0	1.8	10.2
ALASKA	0.2	0.1	0.2	0.2	4.1	1.2	0.0	1.1	2.0	0.2	9.3
SOUTH DAKOTA	0.2	0.2	0.2	0.2	0.2	1.4	1.1	1.7	2.2	1.5	8.9
WYOMING	0.2	0.2	0.2	0.2	0.2	1.4	1.5	1.7	1.8	1.0	8.4
VERMONT	0.3	0.3	0.2	0.2	2.3	0.8	1.0	0.9	0.8	0.8	7.6
TOTAL	740.2	922.8	1,247.5	1,209.7	1,164.3	2,239.0	2,217.1	1,796.0	1,782.0	2,011.0	15,329.6

NOTE: DISCRETIONARY (TRUST FUNDS) INCLUDES SECTIONS 3, 8, 16 AND FAUS.

FORMULA (GENERAL FUNDS) INCLUDES SECTIONS 9, 18, RTAP AND INTERSTATE TRANSFER.

SECTION 9B FINANCED OUT OF THE TRUST FUNDS IS INCLUDED IN SECTION 9.

WITH THE EXCEPTION OF PUERTO RICO, OBLIGATIONS FOR U. S. TERRITORIES ARE NOT INCLUDED ON THIS TABLE.

DISTRICT OF COLUMBIA DOES NOT INCLUDE STARK-HARRIS.

In descending order by the total funds obligated for the last five years

TABLE 30

OBLIGATIONS FOR CAPITAL AND URBANIZED AREA FORMULA

FISCAL YEARS 1991 - 1995

BY STATE

URBANIZED AREA FORMULA

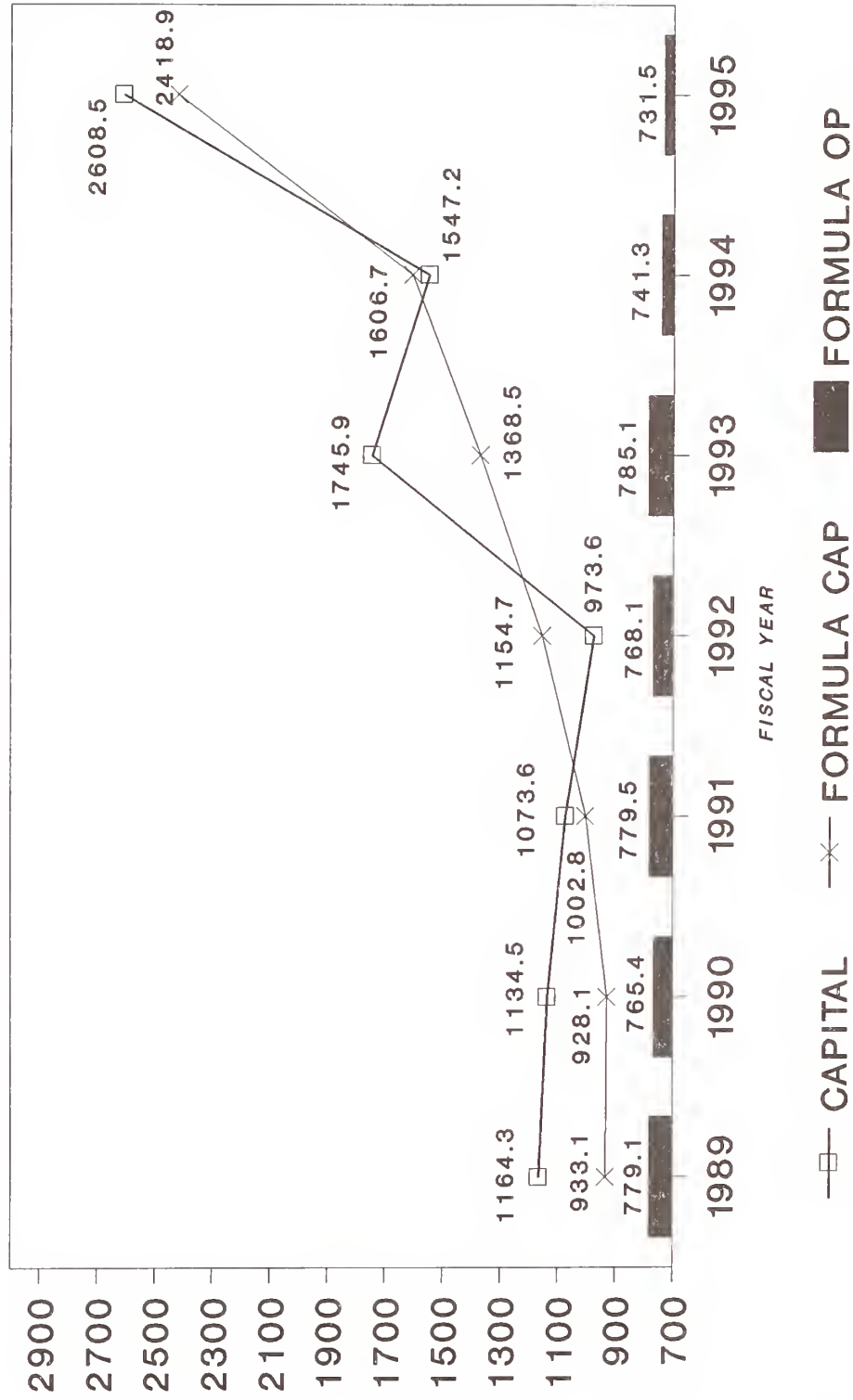
STATE	CAPITAL					CAP & URB AREA FORMULA					OPERATING					5 YEAR GRAND TOTAL	
	CAPITAL					CAP & URB AREA FORMULA					OPERATING						
	1991	1992	1993	1994	1995	1991	1992	1993	1994	1995	1991	1992	1993	1994	1995		
NEW YORK	1745	2409	267.1	363.4	319.1	2545	321.4	2866	388.7	390.6	3006.8	121.9	122.6	126.6	120.3	109.2	3,607.4
CALIF.	2098	207.8	318.1	55.3	532.2	109.9	127.1	261.6	167.3	535.5	2,524.6	108.8	107.8	110.0	102.6	120.6	3,074.4
NEW JERSEY	68.3	6.0	170.6	235.7	318.5	66.4	82.9	78.5	80.1	193.7	1,300.7	37.7	38.3	38.0	38.1	33.7	1,486.5
ILLINOIS	1198	100.3	89.9	126.3	206.9	89.8	100.3	107.3	133.7	133.3	1,207.6	55.5	55.6	55.6	54.1	49.3	1,477.7
PENNA.	79.2	84.7	119.1	115.2	239.5	53.2	51.0	83.8	83.8	243.8	1,114.2	49.3	48.7	49.9	49.0	44.1	1,355.2
TEXAS	40	16.4	298.3	11.5	181.2	73.6	57.7	73.6	87.1	127.5	930.9	17.7	24.8	21.6	13.9	26.6	1,035.5
MASS.	37.7	26.3	38.0	150.3	101.6	39.7	65.8	45.7	105.9	92.8	703.8	27.9	27.9	27.9	28.6	26.5	842.6
FLORIDA	37.0	7.9	54.7	55.8	52.9	21.7	41.5	52.4	71.3	79.6	474.8	30.1	39.6	34.4	33.8	32.4	626.1
OHIO	20.3	13.7	32.0	35.9	40.6	27.1	29.0	50.1	42.3	84.6	375.6	32.0	31.3	30.5	28.3	28.4	526.1
OREGON	21.2	21.7	75.7	96.9	109.2	17.9	1.3	11.3	6.5	46.3	408.0	6.9	6.4	6.5	6.5	5.9	440.2
GEORGIA	30.2	64.8	27.4	18.2	38.7	15.0	19.5	26.1	24.1	46.2	310.2	12.7	13.0	12.2	7.4	12.7	368.2
WASH. D.C.	40	10.6	14.1	17.3	17.2	30.5	37.7	27.7	66.8	60.0	285.9	16.1	16.1	16.1	16.1	14.9	365.2
MARYLAND	10.6	22.2	44.9	47.9	77.0	18.0	13.7	18.5	17.8	23.0	293.6	12.0	11.4	11.8	11.7	9.8	350.3
MICHIGAN	8.4	9.7	12.1	25.9	19.5	15.0	10.4	10.0	25.9	35.6	172.5	42.7	29.6	31.1	31.7	28.0	335.6
CONN.	24.8	31.4	17.0	35.3	33.5	10.3	32.3	11.3	30.7	24.2	250.8	14.3	13.6	13.4	13.6	12.0	317.7
MISSOURI	60.9	25.8	42.2	35.8	22.1	5.5	5.1	3.6	9.7	17.0	227.7	17.1	15.9	17.0	16.9	14.3	308.9
WASHINGTON	0.4	11.5	6.1	19.1	26.0	27.3	21.1	54.6	45.9	21.4	233.4	9.6	9.4	11.3	8.1	4.0	275.8
WISCONSIN	5.8	0	14.6	5.0	17.5	6.1	12.0	14.3	17.4	21.1	113.8	12.6	12.7	11.7	12.3	11.4	174.5
VIRGINIA	22.2	0	8.2	6.0	8.3	3.2	12.0	15.1	26.7	24.0	125.7	8.1	9.3	9.7	8.6	8.4	169.8
LOUISIANA	10.0	13.2	2.3	12.0	15.0	18.2	8.1	2.7	14.6	15.0	111.1	13.3	12.1	10.4	10.5	9.9	167.3
COLORADO	33.9	1.2	12.4	3.1	0.8	10.3	11.1	8.0	13.5	25.6	119.9	9.4	9.2	9.8	9.6	8.5	166.4
INDIANA	12.4	6.0	9.2	9.5	12.3	5.8	5.2	6.4	6.6	14.3	87.7	14.6	10.9	15.8	15.4	17.8	162.2
ARIZONA	3.0	3.0	11.2	1.5	12.5	6.7	4.1	32.0	11.8	42.0	127.8	6.4	1.6	11.0	1.6	10.3	158.7
HAWAII	10.5	20.9	2.0	0	0.2	11.8	17.1	32.7	18.1	14.6	127.9	3.6	3.6	3.4	3.5	3.1	145.1
TENNESSEE	10.5	0	14.6	8.9	26.9	7.4	6.7	8.6	8.4	8.8	100.8	8.2	8.3	8.0	8.8	8.4	142.5
NO. CAROL.	6.0	4.2	7.7	0	30.0	13.4	2.3	2.7	3.7	7.8	77.8	11.6	9.0	11.5	9.7	10.7	130.3
MINNESOTA	0	0	9.6	9.0	8.8	1.9	10.6	12.0	14.8	18.8	85.5	8.8	8.8	8.9	8.9	7.8	128.7
UTAH	11.4	1.1	17.7	0	16.9	5.7	8.4	8.2	11.8	13.4	94.6	3.1	4.5	3.4	5.0	3.5	114.1
PUERTO RICO	0	0	0	5.7	5.0	7.6	10.3	8.9	4.1	6.6	48.2	7.6	7.7	7.4	7.1	6.6	84.6
IOWA	4.7	8.5	1.0	11.0	21.1	2.2	1.1	0.9	2.3	3.8	56.6	4.2	4.1	4.1	4.3	3.9	77.2
KENTUCKY	0	3.8	0	4.3	2.4	3.1	2.3	14.5	6.7	2.9	40.0	8.7	6.8	6.5	6.8	6.1	74.9
ALABAMA	3.0	6.3	0	3.4	0	3.3	4.3	8.0	2.5	3.5	34.3	6.1	7.6	6.6	6.6	6.3	67.6
RHODE ISL.	0	0	3.3	3.4	3.7	4.9	4.3	3.7	5.5	5.2	34.0	4.6	4.6	4.7	4.6	4.0	56.5
MAINE	4.3	0.5	0	1.6	36.3	0.2	0	0.3	0.8	1.2	47.2	1.1	1.2	1.1	1.1	1.1	52.8
NEVADA	3.0	0	0	0	10.5	1.1	0.2	2.6	10.5	11.8	39.7	1.6	2.5	0.8	2.4	3.3	50.3
SO. CAROLINA	0.5	0	0	6.9	0	2.3	4.5	1.6	4.4	4.4	24.6	3.4	4.3	4.1	4.1	3.8	44.3
OKLAHOMA	0	0.6	0	0	7.0	2.6	2.4	2.4	2.1	3.7	20.8	5.1	4.3	4.3	3.9	1.4	39.8
KANSAS	0	0	3.3	0	10.9	0.8	2.0	1.0	1.6	1.0	20.6	3.0	3.1	3.0	3.3	2.9	35.9
NEW MEXICO	4.2	0	1.3	0	1.6	0.7	1.2	2.3	10.7	1.3	23.3	2.1	2.6	2.1	2.1	1.8	34.0
W. VIRGINIA	3.4	0	0	3.7	11.4	0.4	0.2	0.5	0.5	0.7	20.8	2.6	2.5	2.4	2.5	2.6	33.4
NEBRASKA	0	1.3	0	2.4	0	3.5	1.8	4.8	0.9	0.5	15.2	3.4	3.5	3.5	3.5	3.1	32.2
ARKANSAS	4.8	0	0	0	0.3	1.2	0.9	0.8	4.0	1.2	13.2	3.4	2.6	2.7	2.8	2.2	26.9
DELAWARE	0	0	0	0	6.4	0	0	0.4	4.0	1.1	11.9	1.9	1.9	1.9	2.2	2.0	21.8
MISSISSIPPI	4.9	0	0.2	0	0.8	1.9	1.6	1.4	1.4	0	12.2	2.0	1.5	2.5	2.9	0.2	21.3
ALASKA	3.7	0	0	0	0	0	0.1	1.2	3.8	4.2	13.0	0	0.7	1.5	0.8	0.7	16.7
IDAHO	0	0	0	0	0	0.2	0	3.3	3.0	1.3	7.8	1.0	1.2	1.3	1.2	1.1	13.6
NEW HAMPSH.	0	0	0	1.0	0	0.1	1.0	0.4	0.8	0.8	4.2	1.1	1.0	1.4	0.8	1.4	9.9
MONTANA	0	1.1	0	0	0	0	0	0.9	0.1	0.6	2.7	1.3	1.3	1.7	0.5	2.2	9.7
SO. DAKOTA	0	0	0	2.4	1.2	0.2	0.2	0.2	0.6	0.3	5.1	0.8	0.8	1.0	0.9	0.8	9.4
VERMONT	0.3	0.2	0	0	3.0	0	0.3	1.5	0.4	1.2	6.9	0.4	0.4	0.3	0.4	0.3	8.7
NO. DAKOTA	0	0	0	0	0	0.3	0.3	0.3	0.6	0.8	2.3	1.1	1.0	1.2	1.3	1.0	7.9
WYOMING	0	0	0	0.6	0	0.3	0.3	0.3	0.4	0.3	2.2	0.4	0.4	0.5	0.6	0.5	4.6
VIRGIN ISL.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	10736	9736	17459	15472	26085	10028	115472	13685	16067	24189	155005	7795	7681	7851	7413	7315	193060

# TOTAL CAPITAL AND URBANIZED AREA FORMULA OBLIGATIONS

\$ MILLIONS

FISCAL YEARS 1989 - 1995

Figure 30



URBANIZED AREA FORMULA CAPITAL INCLUDES PLANNING

### **SECTION 5327(c)1 and 5327(c)3 Set-aside**

Section 5327(c)1 of the Federal Transit Act authorizes the Secretary of Transportation to use up to one-half percent of the appropriations for the capital, urbanized area formula, nonurbanized area formula; the Washington Metro and Title 23 (Interstate Transfer); and up to three-fourths percent of the capital program to contract with any person to oversee the construction of any major project under such section of the Act. The Project Management Oversight Program (PMOP) provides for the monitoring of a major capital project's process to determine whether a project is on time, within budget, in conformance with design criteria, constructed to approved plans and specifications, and is efficiently and effectively implemented.

Section 5327(c)3 also permits the use of such funds to include safety, procurement, management and financial compliance reviews and audits. Out of the total \$15,599,022 obligated for Section 5327(c)3 activities in FY 1995, \$9,490,261 was obligated for PMOP and \$25,897 for financial management oversight.

TABLE 31

DISTRIBUTION OF OBLIGATIONS FOR 5327(c)1 - PROGRAM MANAGEMENT OVERSIGHT (PMO)  
BY FISCAL YEAR AND PROGRAM

FY	PLANNING (FORMERLY SECTION 8)	CAPITAL (FORMERLY SECTION 3)	URB. AREA FORMULA (FORMERLY SECTION 9)	WASH. DC. METRO RAIL	INTERSTATE SUBSTITUTE	12 YEAR TOTAL \$
1984	384,547	0	0	0	0	384,547
1985	1,940,135	0	0	0	0	1,940,135
1986	1,995,508	3,810,000	2,57		957,000	10,418,703
1987	0	4,553,350	9,19		294,490	15,028,096
1988	0	2,800,496	3,20		37,265	6,046,173
1989	0	5,076,559	64		169,942	7,590,704
1990	0	5,417,453	2,26		1,110,053	8,787,625
1991	0	6,345,602	3,475,750	0	645,596	10,466,948
1992	0	2,972,507	3,954,700	0	789,621	7,716,828
1993	0	5,482,312	5,616,458	1,928,880	834,219	13,861,869
1994	0	24,638,371	757,282	0	801,467	26,197,120
1995	0	5,878,699	3,239,816	179,161	192,585	9,490,261
TOTAL	4,320,190	66,975,349	34,921,556	5,879,676	5,832,238	117,929,009



TABLE 32

CAPITAL AND URBANIZED AREA FORMULA FOR FIXED GUIDEWAY MOD  
ALL URBANIZED AREAS  
OBLIGATIONS FOR FISCAL YEARS 1991 - 1995

UZA (GRANTEE)	FY 91			FY 92			FY 93			FY 94			FY 95		
	CAP.	URB.	AREA	CAP.	URB.	AREA	CAP.	URB.	AREA	CAP.	URB.	AREA	CAP.	URB.	AREA
	FORM.	FORM.	FORM.	FORM.	FORM.	FORM.	FORM.	FORM.	FORM.	FORM.	FORM.	FORM.	FORM.	FORM.	FORM.
BOSTON, MA	32.0	32.3	64.3	0.0	35.1	35.1	0.0	37.8	37.8	140.4	48.0	188.4	50.4	45.3	95.7
NEW YORK	160.0	205.7	365.7	209.8	266.8	476.6	236.6	233.0	469.6	265.0	237.8	502.8	251.0	299.5	550.5
NE NEW JERSEY	40.0	54.8	94.8	0.0	34.3	34.3	100.6	50.6	151.2	72.0	24.2	96.2	97.8	84.8	182.6
SW CONNECTICUT	22.7	0.0	22.7	28.1	0.0	28.1	17.0	0.0	17.0	35.3	0.0	35.3	33.5	0.0	33.5
PHILADELPHIA, PA	77.8	41.8	119.6	53.0	18.9	71.9	66.1	16.4	82.5	76.0	21.1	97.1	74.7	107.5	182.2
PITTSBURGH, PA	0.0	0.3	0.3	5.0	0.1	5.1	18.8	0.0	18.8	14.8	0.0	14.8	30.3	1.3	31.6
CHICAGO, IL	111.3	72.3	183.6	87.0	63.4	150.4	94.9	29.8	124.7	107.0	84.1	191.1	101.6	103.7	205.3
CLEVELAND, OH	6.8	0.0	6.8	9.9	8.8	18.7	10.3	0.0	10.3	10.8	0.0	10.8	10.5	0.0	10.5
SAN FRANCISCO, CA	44.3	11.6	55.9	30.7	2.5	33.2	66.6	9.7	76.3	33.7	41.2	74.9	60.9	64.5	125.4
OTHERS	12.3	46.8	59.1	25.8	50.1	75.9	55.0	49.7	104.7	54.8	124.4	179.2	82.3	105.4	187.7
GRAND TOTALS:	507.2	465.6	972.8	449.3	480.0	929.3	665.9	427.1	1,093.0	809.8	580.8	1,390.6	793.0	812.0	1,605.0



# CAPITAL AND URBANIZED AREA FORMULA FUNDS OBLIGATED FIXED GUIDEWAY MODERNIZATION

Figure 32

FISCAL YEARS 1988 - 1995

\$ MILLIONS

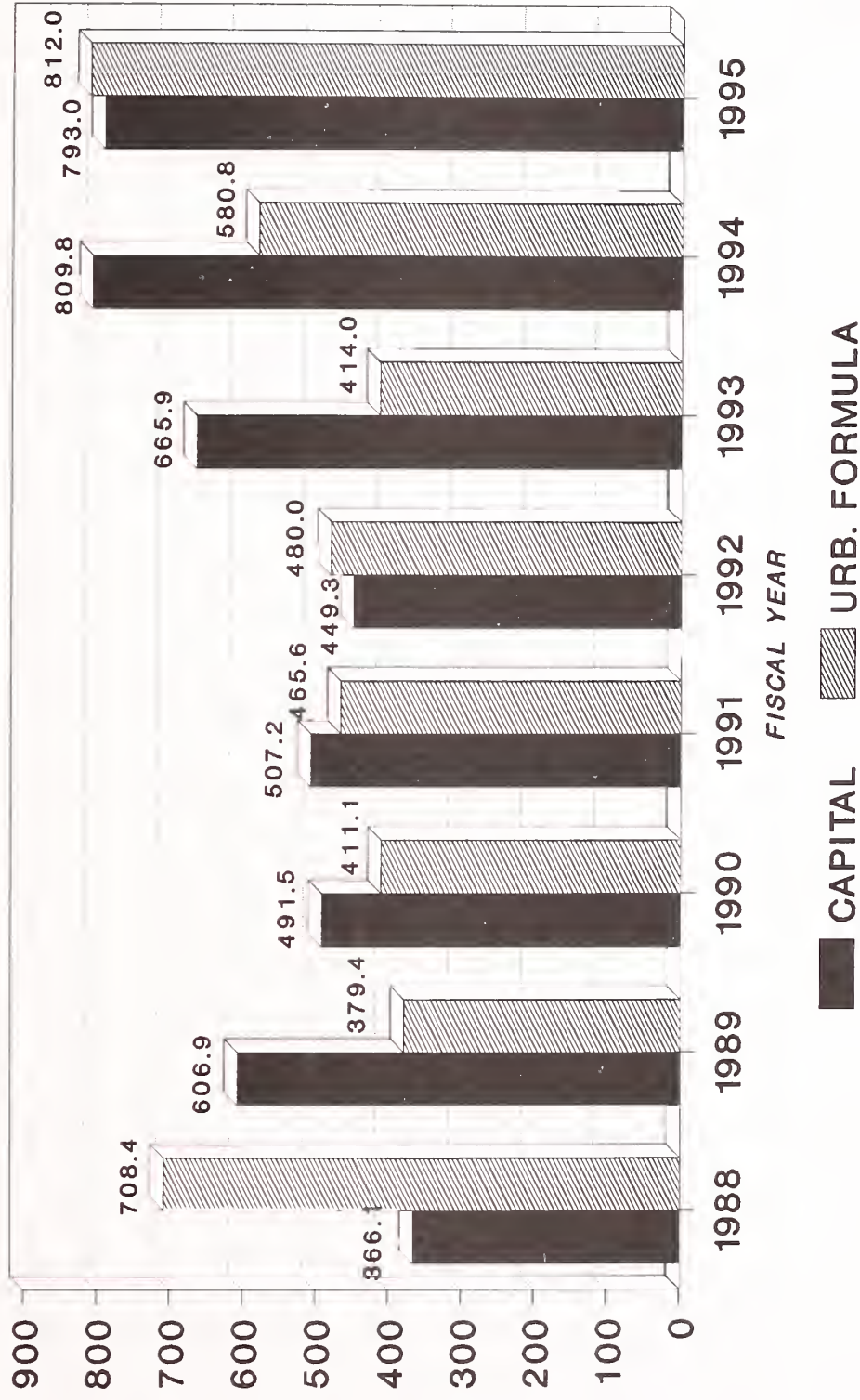


TABLE 33

OBLIGATION PERCENTAGES FOR FIXED GUIDEWAY MODERNIZATION  
CAPITAL AND URBANIZED AREA FORMULA  
FISCAL YEARS 1991- 1995

UZA (GRANTEE)	 CAP.	FY 91 URB. AREA FORM.	 TOTAL	 CAP.	FY 92 URB. AREA FORM.	 TOTAL	 CAP.	FY 93 URB. AREA FORM.	 TOTAL	 CAP.	FY 94 URB. AREA FORM.	 TOTAL	 CAP.	FY 95 URB. AREA FORM.	 TOTAL
BOSTON, MA	6%	7%	7%	0%	7%	4%	0%	0%	4%	17.3%	8.3%	25.6%	6%	6%	6%
NEW YORK	32%	44%	38%	47%	56%	51%	36%	51%	45%	32.7%	40.9%	36.2%	32%	37%	34%
NE NEW JERSEY	8%	12%	10%	0%	7%	4%	15%	4%	14%	8.9%	4.2%	6.9%	8%	10%	11%
SW CONNECTICUT	4%	0%	2%	6%	0%	3%	3%	3%	2%	4.4%	0.0%	2.5%	4%	0%	2%
PHILADELPHIA, PA	15%	9%	12%	12%	4%	8%	10%	8%	8%	9.4%	3.6%	7.0%	15%	13%	11%
PITTSBURGH, PA	0%	0%	0%	1%	0%	1%	3%	1%	2%	1.8%	0.0%	1.1%	0%	0%	2%
CHICAGO, IL	22%	16%	19%	19%	13%	16%	14%	16%	12%	13.2%	14.5%	13.7%	22%	13%	13%
CLEVELAND, OH	1%	0%	1%	2%	2%	2%	2%	2%	1%	1.3%	0.0%	0.8%	1%	0%	1%
SAN FRANCISCO, CA	9%	2%	6%	7%	1%	4%	10%	4%	7%	4.2%	7.1%	5.4%	9%	8%	8%
OTHERS	2%	10%	6%	6%	10%	8%	8%	8%	5%	6.8%	21.4%	12.9%	2%	13%	12%
GRAND TOTALS	100%	100%	100%	100%	100%	100%	100%	100%	100%	100.0%	100.0%	100.0%	100%	100%	100%

TABLE 34

## CAPITAL AND URBANIZED AREA FORMULA OBLIGATIONS FOR FIXED GUIDEWAY MODERNIZATION

## URBANIZED AREAS OVER 1 MILLION POPULATION

FISCAL YEARS 1991 - 1995

URBANIZED AREA	CAPITAL FY 1991	CAPITAL FY 1992	CAPITAL FY 1993	CAPITAL FY 1994	CAPITAL FY 1995	URB. AREA FORMULA FY 1991	URB. AREA FORMULA FY 1992	URB. AREA FORMULA FY 1993	URB. AREA FORMULA FY 1994	URB. AREA FORMULA FY 1995	\$ TOTAL
BOSTON, MA	31,999,998	0	0	140,412,164	50,407,748	32,390,776	35,065,038	37,795,148	47,990,000	45,310,000	21,909,205,240
NEW YORK, NY/	159,999,999	208,835,980	236,644,258	284,999,086	251,028,652	205,690,252	208,847,248	232,998,874	237,850,492	298,503,612	122,998,981,020
NORTHEASTERN NJ	39,999,999	0	100,819,925	71,995,763	97,780,216	54,821,533	34,277,000	50,588,868	24,192,388	84,777,388	29,089,358,160
SW CONNECTICUT	22,699,995	28,145,360	16,960,000	35,258,228	33,475,000	0	0	0	0	0	7,100,006,318
BALTIMORE, MD	8,625,000	8,735,878	13,042,832	14,505,612	16,608,388	4,107,200	6,390,000	2,067,544	8,122,120	10,450,800	4,617,554,144
NORFOLK, VA	0	0	0	0	0	0	0	0	400,000	0	20,800,000
PHILADELPHIA, PA-NJ SO. NEW JERSEY	77,782,500	53,005,000	66,115,876	70,036,342	74,748,144	41,780,083	18,932,899	16,382,781	21,087,821	107,514,131	28,463,528,984
	0	0	6,000,000	6,000,000	6,888,838	0	0	0	0	0	982,219,576
PITTSBURGH, PA	0	5,000,000	16,831,780	14,845,572	30,322,112	320,500	120,000	0	0	1,340,000	3,680,557,088
WASHINGTON, DC	0	5,879,000	14,110,772	17,289,510	17,218,919	18,135,080	25,123,458	8,613,304	40,987,328	46,828,800	2,435,136,200
WASHINGTON, DC-VA	0	0	0	0	0	0	0	11,121,000	8,508,000	12,680,500	7,627,839,282
ATLANTA, GA	0	2,555,028	5,955,024	6,716,788	7,749,163	3,157,212	6,891,200	9,145,600	11,800,116	10,855,200	1,680,084,000
FT. LAUDERDALE, FL	0	0	0	750,000	0	0	418,080	0	1,003,286	1,003,286	3,370,917,212
MIAMI-HIALEAH, FL	2,650,002	5,475,000	4,716,628	3,867,492	3,292,332	1,624,800	6,328,680	1,977,669	4,424,684	3,960,812	164,977,604
CHICAGO, IL	98,900,001	80,917,948	89,887,783	99,742,083	94,798,410	71,753,700	62,832,079	26,466,537	82,776,198	103,694,802	1,983,753,148
NORTHWESTERN, IN	12,417,498	8,049,001	5,040,000	7,216,800	6,616,462	537,361	544,217	1,368,000	1,298,000	0	42,314,975,082
CINCINNATI, OH-KY	0	0	0	0	0	0	0	1,690,000	0	0	2,148,837,626
CLEVELAND, OH	6,750,000	9,901,633	10,288,387	10,825,336	10,537,228	0	6,843,200	0	0	0	83,200,000
DALLAS, TX	0	0	0	0	0	0	0	0	18,002,400	0	2,971,580,768
HOUSTON, TX	0	0	0	0	3,854,836	0	0	0	0	0	936,124,800
NEW ORLEANS, LA	0	0	2,354,728	0	2,943,618	0	0	0	42,701	44,000	200,451,472
ST. LOUIS, MO	0	0	2,000,000	0	0	0	0	0	0	840,000	281,082,444
DENVER, CO	0	0	0	0	767,280	0	0	0	0	0	137,280,000
PHOENIX, AZ	0	0	0	0	1,233,276	0	0	0	0	0	40,938,560
LOS ANGELES, CA	0	0	0	0	7483000	0	0	0	0	0	64,130,352
SACRAMENTO, CA	0	0	0	0	1,208,000	0	1,200,000	1,267,733	13,617,040	4,232,760	388,116,000
SAN DIEGO, CA	0	1,057,764	2,700,190	3,062,334	2,205,800	0	3,480,956	660,000	0	1,648,800	1,119,327,716
SAN FRANCISCO-OAKLA, CA	44,340,996	30,679,911	66,838,661	33,733,802	60,915,416	11,580,364	2,463,120	9,728,000	41,203,608	64,534,545	770,413,488
SAN JOSE, CA	0	0	0	0	0	0	0	0	400,000	8,445,425	19,021,413,996
PORTLAND, OR	0	0	1,683,358	1,190,073	894,947	16,011,672	0	240,654	0	98,672	511,982,100
SEATTLE-EVERETT, WA	0	2,278,996	0	4,848,151	9,617,000	1,184,000	298,301	0	0	0	1,048,113,952
TOTAL	506,165,968	449,317,297	663,570,262	807,095,118	792,950,587	463,034,713	480,030,474	413,965,712	563,664,180	612,012,533	957,238,266
											5,951,866,864



TABLE 35

## DISCRETIONARY FUNDS OBLIGATED FOR RAIL MODERNIZATION

FISCAL YEARS 1971 - 1983  
(\$ MILLIONS)

## URBANIZED AREA

	FY 71	FY 72	FY 73	FY 74	FY 75	FY 76	FY 77	FY 78	FY 79	FY 80	FY 81	FY 82	FY 83
BALTIMORE	0	0	0	0	0	0	0	12	0	1.4	0.8	0.5	6.2
BOSTON	20.7	35.6	100.6	20.6	37.5	48.8	43.1	51.0	41.5	52.3	65.0	63.0	69.3
CHICAGO	5.2	66.1	51.5	53.6	95.5	73.8	125.4	118.0	105.0	120.0	130.0	133.4	116.2
NORTHWESTERN, IN.	0	0	0	0	0	0	0	0	0.7	15.0	20.0	18.3	0
CLEVELAND	0	0	0	0.3	0	1.2	42.9	27.0	43.0	33.0	45.0	18.0	9.9
NEW ORLEANS	0	0	0	0	0	0	0	0	0	0	0.5	0	0
NEW YORK	49.2	88.4	194.1	147.6	252.8	263.5	245.4	222.0	190.6	232.0	285.0	252.5	283.0
NORTHEAST NJ	16.9	8.5	0	3.3	76.5	39.1	45.1	50.0	97.0	110.0	116.5	95.8	82.0
PHILADELPHIA	5.1	25.4	42.4	39.6	50.8	49.4	1.0	85.0	92.6	75.0	90.5	94.4	105.1
SOUTH NEW JERSEY	0	0	0	0	0	0	0	0	5.4	1.4	0.6	5.2	24.1
PITTSBURGH	0	0	0	0	0	0	20.1	32.0	28.6	66.9	92.8	81.5	50.0
SAN FRANCISCO	17.3	19.8	19.8	5.6	15.1	17.3	16.4	24.0	17.4	30.0	54.4	62.1	70.9
SW CONNECTICUT	5.9	15.1	13.4	49.6	0	18.2	0	0	20.0	20.0	20.0	18.0	21.6
OTHER	0	0	0	0	0	1.6	0	0	0.2	3.0	4.5	6.2	31.7
TOTAL	120.3	258.9	421.8	320.2	528.2	512.9	539.4	621.0	642.0	760.0	925.6	848.9	870.0

TABLE 36  
CAPITAL AND URBANIZED AREA FORMULA OBLIGATIONS FOR BUSES  
BY POPULATION GROUP  
FISCAL YEARS 1991 - 1995

URBANIZED AREA FORMULA

URBANIZED AREA	FY 1991		FY 1992		FY 1993		FY 1994		FY 1995		FY 1996		FY 1997		FY 1998		FY 1999	
	NO. OF BUSES	BUS AMOUNT	NO. OF BUSES	BUS AMOUNT	NO. OF BUSES	BUS AMOUNT	NO. OF BUSES	BUS AMOUNT	NO. OF BUSES	BUS AMOUNT	NO. OF BUSES	BUS AMOUNT	NO. OF BUSES	BUS AMOUNT	NO. OF BUSES	BUS AMOUNT	NO. OF BUSES	BUS AMOUNT
<b>OVER 1 MILLION POPULATION</b>																		
BOSTON, MA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NEW YORK, NY	24	3,999,999	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTHEASTERN NJ	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BALTIMORE, MD	12	1,974,999	51	9,305,960	75	17,457,351	0	0	0	0	0	0	0	0	0	0	0	0
NORFOLK-VA BEACH-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NEWPORT NEWS, VA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHILADELPHIA, PA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PITTSBURGH, PA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WASHINGTON, DC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WASH. DC-VIRGINIA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ATLANTA, GA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FT. LAUD-HOLLYWOOD-	12	1,755,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
POMPAHO BEACH, FL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIAMI, FL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SAN JUAN, PR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TAMPA-ST. PETE-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CLEARWATER, FL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CHICAGO, IL	0	0	9	1,625,200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTHWESTERN, IN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CINCINNATI, OH-KY	0	0	35	3,800,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CLEVELAND, OH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DETROIT, MI	58	8,247,312	58	8,247,312	17	2,415,850	81	10,329,889	41	4,214,256	46	7,235,600	12	1,776,823	55	5,444,000	33	2,388,579
MILWAUKEE, WI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MINNEAP-ST. PAUL, MN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DALLAS-FORT. TX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HOUSTON, TX *	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NEW ORLEANS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SAN ANTONIO, TX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
KANSAS CITY, MO-KS	0	0	24	4,400,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ST. LOUIS, MO-IL	52	4,231,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DENVER, CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHOENIX, AZ	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LOS ANGELES-LONG BE. CA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
RIVERS-SAN BERN. CA	0	0	29	4,845,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SACRAMENTO, CA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SAN DIEGO, CA	7	990,500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
S. FRANCISCO-OAKL. CA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SAN JOSE, CA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PORTLAND, OR-WA	133	18,500,000	8	1,597,144	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PORTLAND, OR-WA (WA)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEATTLE-EVERETT, WA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>SUB - TOTAL</b>	<b>298</b>	<b>39,698,810</b>	<b>214</b>	<b>33,820,616</b>	<b>468</b>	<b>98,499,357</b>	<b>527</b>	<b>81,661,552</b>	<b>559</b>	<b>99,035,990</b>	<b>1,024</b>	<b>167,906,986</b>	<b>1,208</b>	<b>180,157,908</b>	<b>2,481</b>	<b>359,626,468</b>	<b>2,301</b>	<b>361,034,906</b>
<b>200,000-1 MILLION POP.</b>	<b>109</b>	<b>19,588,144</b>	<b>172</b>	<b>24,934,872</b>	<b>231</b>	<b>46,575,628</b>	<b>329</b>	<b>60,646,158</b>	<b>280</b>	<b>50,882,116</b>	<b>727</b>	<b>76,114,412</b>	<b>728</b>	<b>74,446,271</b>	<b>1,137</b>	<b>133,019,566</b>	<b>1201</b>	<b>137,617,384</b>
<b>50,000-200,000 POP.</b>	<b>246</b>	<b>26,494,126</b>	<b>149</b>	<b>19,364,521</b>	<b>178</b>	<b>24,544,562</b>	<b>262</b>	<b>32,580,784</b>	<b>286</b>	<b>35,791,111</b>	<b>304</b>	<b>23,564,216</b>	<b>282</b>	<b>26,134,580</b>	<b>378</b>	<b>39,434,788</b>	<b>537</b>	<b>48,335,835</b>
<b>NON-URBAN POP.</b>	<b>781</b>	<b>22,122,906</b>	<b>165</b>	<b>9,288,561</b>	<b>290</b>	<b>21,431,600</b>	<b>372</b>	<b>16,716,875</b>	<b>407</b>	<b>32,428,677</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>GRAND TOTAL</b>	<b>1,434</b>	<b>107,903,986</b>	<b>700</b>	<b>87,408,570</b>	<b>1,167</b>	<b>191,051,147</b>	<b>1,490</b>	<b>191,605,369</b>	<b>1,532</b>	<b>217,937,894</b>	<b>2,055</b>	<b>267,585,614</b>	<b>2,218</b>	<b>280,738,759</b>	<b>3,996</b>	<b>532,080,822</b>	<b>4,039</b>	<b>546,988,125</b>
<b>200,000-1 MILLION POP.</b>	<b>109</b>	<b>19,588,144</b>	<b>172</b>	<b>24,934,872</b>	<b>231</b>	<b>46,575,628</b>	<b>329</b>	<b>60,646,158</b>	<b>280</b>	<b>50,882,116</b>	<b>727</b>	<b>76,114,412</b>	<b>728</b>	<b>74,446,271</b>	<b>1,137</b>	<b>133,019,566</b>	<b>1201</b>	<b>137,617,384</b>
<b>50,000-200,000 POP.</b>	<b>246</b>	<b>26,494,126</b>	<b>149</b>	<b>19,364,521</b>	<b>178</b>	<b>24,544,562</b>	<b>262</b>	<b>32,580,784</b>	<b>286</b>	<b>35,791,111</b>	<b>304</b>	<b>23,564,216</b>	<b>282</b>	<b>26,134,580</b>	<b>378</b>	<b>39,434,788</b>	<b>537</b>	<b>48,335,835</b>
<b>NON-URBAN POP.</b>	<b>781</b>	<b>22,122,906</b>	<b>165</b>	<b>9,288,561</b>	<b>290</b>	<b>21,431,600</b>	<b>372</b>	<b>16,716,875</b>	<b>407</b>	<b>32,428,677</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>GRAND TOTAL</b>	<b>1,434</b>	<b>107,903,986</b>	<b>700</b>	<b>87,408,570</b>	<b>1,167</b>	<b>191,051,147</b>	<b>1,490</b>	<b>191,605,369</b>	<b>1,532</b>	<b>217,937,894</b>	<b>2,055</b>	<b>267,585,614</b>	<b>2,218</b>	<b>280,738,759</b>	<b>3,996</b>	<b>532,080,822</b>	<b>4,039</b>	<b>546,988,125</b>

Please note that total buses for FY 1991 includes 1 ferryboat and 7 taxis.  
ALSO NOTE BUFFALO IS NOT INCLUDED ON THIS CHART. BECAUSE OF THE 1990 CENSUS, BUFFALO WAS MOVED TO ANOTHER POPULATION GROUP.  
\* HOUSTON FY 1993 CAPITAL OBLIGATIONS ARE ALSO INCLUDED IN FY 1993 CAPITAL NEW SYSTEMS OBLIGATIONS

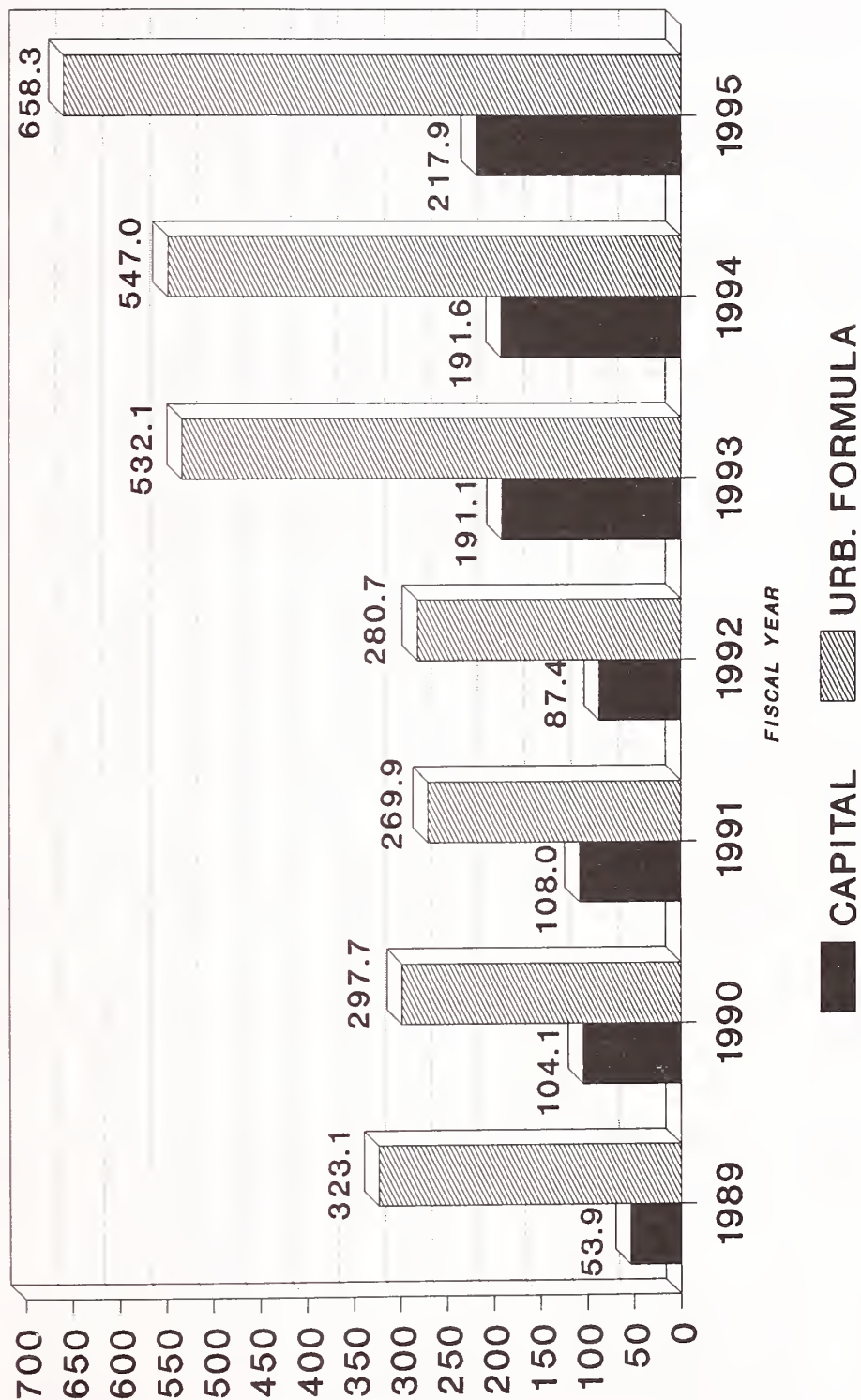


# CAPITAL AND URBANIZED AREA FORMULA FUNDS OBLIGATED FOR BUSES

FISCAL YEARS 1989 - 1995

\$ MILLIONS

Figure 36





BUS OTHER

TABLE 37

OBLIGATIONS FOR BUS OTHER FOR CAPITAL AND FOR URBANIZED AREA FORMULA  
BY POPULATION GROUP FISCAL YEARS 1991 - 1995

URBANIZED AREA	CAPITAL FY 1991	CAPITAL FY 1992	CAPITAL FY 1993	CAPITAL FY 1994	CAPITAL FY 1995	URB. AREA FORMULA FY 1991	URB. AREA FORMULA FY 1992	URB. AREA FORMULA FY 1993	URB. AREA FORMULA FY 1994	URB. AREA FORMULA FY 1995	GRAND TOTAL
OVER 1 MILLION POPULATION											
BOSTON, MA	159,999	10,000,000	0	516,000	0	0	24,022,000	30,000	285,920	93,000	35,086,919
NEW YORK, NY/	56,250	0	0	0	2,240,000	4,682,218	14,312,150	9,649,032	28,430,676	8,602,312	67,972,638
NORTHEASTERN NJ	0	1,046,792	0	1,670,000	0	0	25,785,256	13,574,800	10,542,366	11,451,900	64,071,114
BALTIMORE, MD	0	0	0	0	1,814,906	702,000	3,619,600	144,000	1,380,380	1,637,600	9,298,486
NORFOLK-VA BCH-NEWP NEWS, VA	0	0	0	0	0	0	2,320,800	215,600	1,670,196	1,640,500	5,847,096
PHILADELPHIA, PA-NJ	0	0	0	0	0	0	4,587,508	8,152,292	14,351,406	7,756,576	57,303,782
PITTSBURGH, PA	0	0	0	0	53,328,901	4,563,644	11,252,296	9,640,424	10,181,376	6,786,484	103,400,773
WASHINGTON, DC-MD-VA (DC)	22,398,625	4,900,000	8,080,000	0	8,300,000	276,000	2,586,188	2,049,216	249,600	7,764,640	58,604,269
WASHINGTON, DC-MD-VA (VA)	0	0	0	0	0	0	0	6,600	0	0	6,600
ATLANTA, GA	0	0	2,526,880	1,500,000	15,859,185	8,110,000	4,979,132	2,987,808	5,753,700	5,027,528	46,744,233
FORT LAUDERDALE, FL	0	0	0	0	0	2,033,600	1,456,480	1,436,544	1,640,000	1,961,600	8,528,224
MIAMI, FL	0	0	0	0	3,220,000	3,864,720	5,464,192	5,464,192	8,944,400	11,377,942	36,100,854
SAN JUAN, PR	0	0	0	0	0	352,400	1,892,400	2,697,600	1,469,756	1,832,240	8,244,396
TAMPA-ST. PETE-CLEARWAT, FL	0	0	0	0	0	0	3,388,864	748,608	7,288,056	2,860,990	14,286,518
CHICAGO, IL	0	674,800	0	434,070	2,800,000	6,871,960	5,099,825	9,097,825	15,433,132	14,530,709	54,942,321
NORTHWESTERN, IN	0	0	0	0	0	139,400	43,608	363,583	136,000	720,995	1,403,586
CINCINNATI, OH	0	0	0	0	0	168,668	4,308,000	4,128,279	4,842,210	3,773,621	17,220,778
CLEVELAND, OH	0	0	0	0	4,200,000	341,541	1,316,380	10,657,584	3,110,640	16,782,862	36,409,007
DETROIT, MI	147,060	0	0	610,200	5,000,000	15,920	3,397,600	0	2,724,650	4,980,242	16,875,672
MILWAUKEE, WI	0	0	0	0	0	1,708,799	6,645,445	3,859,937	2,670,558	2,514,415	17,399,154
MINNEAPOLIS-ST. PAUL, MN	0	0	1,180,000	0	0	433,244	7,544,506	3,286,667	0	328,000	12,772,417
DALLAS-FORT WORTH, TX	1,457,250	0	1,457,600	0	10,596,253	20,014,968	2,314,260	13,372,000	4,781,600	7,725,540	61,719,471
FORT WORTH, TX	0	0	0	0	4,545,600	0	0	0	0	0	4,545,600
HOUSTON, TX *	0	0	116,187,500	0	0	20,430,000	26,284,511	3,370,751	715,048	8,215,476	175,203,286
NEW ORLEANS, LA	0	0	0	0	0	3,547,289	4,055,384	933,480	3,860,471	2,915,520	15,312,144
SAN ANTONIO, TX	0	0	0	0	0	0	10,209,884	4,833,917	6,042,879	6,679,295	27,765,975
KANSAS CITY, MO-KS	0	0	0	312,261	0	626,400	296,705	239,319	1,054,424	3,277,966	5,807,075
ST. LOUIS, MO-IL	0	0	0	0	1,214,800	81,126	690,181	228,930	402,515	1,859,952	4,477,504
DENVER, CO	47,895	0	0	0	0	56,169	3,593,589	806,890	2,087,784	6,565,789	13,138,116
PHOENIX, AZ	0	0	0	0	0	1,024,000	0	9,517,190	1,141,180	15,765,796	27,448,166
LOS ANGELES-LONG BEACH, CA	0	0	0	0	0	1,970,080	13,011,634	31,929,740	16,268,508	171,311,666	261,695,322
RIVERSIDE-SAN BERNARD, CA	0	0	0	0	0	0	0	98,864	492,988	1,532,276	2,124,128
SACRAMENTO, CA	0	0	1,120,000	0	0	0	1,200,000	3,788,536	900,000	5,329,872	12,338,408
SAN DIEGO, CA	0	0	0	0	0	2,378,400	5,298,082	6,753,080	4,774,000	7,998,928	27,202,490
SAN FRANCISCO-OAKLAND, CA	0	0	12,600,000	0	1,630,100	4,214,783	9,695,332	15,904,880	1,079,793	16,447,830	61,572,718
SAN JOSE, CA	0	0	0	0	1,050,000	0	0	3,600,000	0	15,311,471	19,961,471
PORTLAND, OR-WA (OR)	2,715,889	5,811,736	0	0	0	0	0	5,105,921	24,158	0	13,657,704
PORTLAND, OR-WA (WA)	0	0	0	0	0	0	0	1,734,600	48,000	0	1,782,600
SEATTLE-EVERETT, WA	0	0	0	0	0	0	10,134,554	3,810,000	1,667,000	2,163,400	17,774,954
SUB-TOTAL	26,982,968	22,433,328	159,907,628	27,594,225	133,799,745	87,972,209	219,206,874	194,218,689	166,405,370	385,524,933	1,424,045,969
POPULATION											
200,000-1,000,000	3,299,397	9,154,300	21,909,577	13,470,428	61,803,212	28,954,125	38,333,077	62,024,468	75,982,513	78,215,284	393,146,381
50,000-200,000	5,517,878	12,268,651	4,870,859	20,334,566	43,277,693	17,176,789	17,285,367	16,288,290	19,655,219	35,510,293	192,185,605
NON-URBAN	2,226,274	1,024,411	8,333,431	9,738,916	14,622,867	0	0	0	0	0	35,945,899
GRAND TOTAL	38,026,517	44,880,690	195,021,495	71,138,135	253,503,517	134,103,123	274,825,318	272,531,447	262,043,102	499,250,510	2,045,323,854

NOTE: BUS OTHER INCLUDES BUS REHAB AND LEASING, PARK AND RIDE FACILITIES, WAITING FACILITIES AND TERMINALS, PARKING LOTS FOR VEHICLES, BUS PASSENGER SHELTERS, TRANSIT MALLS AND CENTERS, TRANSFER FACILITIES AND OTHER MISCELLANEOUS EXPENDITURES.

\* HOUSTON FY 1993 CAPITAL OBLIGATIONS ARE ALSO INCLUDED IN FY 1993 CAPITAL NEW SYSTEMS OBLIGATIONS.



**CAPITAL AND URBANIZED AREA FORMULA OBLIGATIONS FOR MAINTENANCE FACILITIES  
BY POPULATION GROUP  
FISCAL YEARS 1991 - 1996**

**MAINTENANCE FACILITIES**

URBANIZED AREA	CAPITAL FY 1991	CAPITAL FY 1992	CAPITAL FY 1993	CAPITAL FY 1994	CAPITAL FY 1995	URB. AREA FORMULA FY 1991	URB. AREA FORMULA FY 1992	URB. AREA FORMULA FY 1993	URB. AREA FORMULA FY 1994	URB. AREA FORMULA FY 1995	TOTAL \$
OVER 1 MILLION POPULATION											
BOSTON, MA	0	69,324	0	0	0	20,164	1,440,000	10,000	30,000	0	119,488
NEW YORK, NY/	0	8,000,000	6,508,636	9,491,364	1,553,280	13,740,000	5,289,976	9,300,000	40,915,824	42,280,000	123,939,104
NORTHEASTERN NJ	25,999,998	4,953,208	3,254,318	0	0	0	0	0	30,100,000	26,451,055	105,348,555
BALTIMORE, MD	0	0	1,191,405	0	1,085,128	424,136	3,355,376	4,767,324	2,396,504	4,372,000	17,591,873
NORFOLK-VA BCH-NEW NEWS, VA	0	0	0	0	0	0	280,000	144,000	0	16,000	440,000
PHILADELPHIA, PA-NJ	0	0	0	0	0	6,234,408	13,263,000	5,985,867	8,504,138	7,876,250	58,363,663
PITTSBURGH, PA	0	0	0	0	0	8,829,600	2,400,000	109,400	285,600	8,278,416	28,883,016
WASHINGTON, DC-MD-VA	0	0	0	0	0	0	5,341,354	532,480	3,144,960	1,021,739	10,040,533
ATLANTA, GA	0	0	0	0	0	1,160,000	0	0	1,040,000	4,410,400	6,610,400
FORT LAUDERDALE, FL	0	0	0	0	0	306,632	80,000	220,000	160,000	160,000	926,632
MIAMI, FL	0	0	1,635,667	0	0	1,545,600	576,000	811,200	1,605,600	3,194,400	9,368,467
SAN JUAN, PR	0	0	0	0	0	3,012,300	1,619,200	1,600,000	125,000	385,000	6,761,500
TAMPA-ST PETE-CLEARWAT, FL	0	0	0	0	0	0	29,000	0	925,600	10,600	965,200
CHICAGO, IL	9,000,000	0	146,256	12,640	5,260,000	4,800	14,096,649	961,600	274,000	1,632,800	31,229,849
NORTHWESTERN, IN	0	0	0	0	0	108,000	0	32,000	0	240,000	538,896
CINCINNATI, OH	0	0	0	0	400,000	2,300,996	0	272,800	707,200	784,184	4,465,180
CLEVELAND, OH	16,814,700	0	0	3,500,000	1,500,000	71,840	0	0	0	0	21,886,540
DETROIT, MI	0	0	0	0	0	4,752,394	482,400	53,384	1,543,391	1,733,788	8,565,357
MILWAUKEE, WI	0	0	0	0	0	919,640	198,400	0	972,800	0	2,090,840
MINNEAPOLIS-ST. PAUL, MN	0	0	320,000	0	0	1,406,756	0	0	0	0	1,726,756
DALLAS-FORT WORTH, TX	1,837,500	0	0	0	22,056,816	3,114,445	0	0	0	783,000	35,857,500
HOUSTON, TX *	0	0	35,857,500	0	0	0	0	0	0	0	27,791,761
NEW ORLEANS, LA	10,000,200	8,599,800	0	0	0	8,288,684	412,000	0	0	1,120,000	28,420,684
SAN ANTONIO, TX	0	0	0	0	0	348,640	415,828	2,958,136	1,390,821	825,240	5,938,665
KANSAS CITY, KS-MO (KS)	0	0	0	22,436	0	0	0	0	0	1,747,731	1,770,167
KANSAS CITY, KS-MO (MO)	0	0	0	0	0	0	0	0	361,600	0	361,600
ST. LOUIS, MO-IL	0	0	0	0	1,607,691	411,916	0	0	0	0	2,019,607
EAST ST. LOUIS	0	0	0	0	620,000	0	0	0	0	0	620,000
DENVER, CO	96,090	0	0	0	0	0	0	0	2,643,456	1,378,728	4,118,274
PHOENIX, AZ	0	0	0	0	0	1,804,000	0	1,000,676	0	192,000	2,996,676
LOS ANGELES-	0	0	0	0	0	12,559,665	1,138,400	11,928,800	4,322,000	6,388,800	36,337,665
LONG BEACH, CA	0	13,875,000	0	0	0	0	0	0	0	0	13,875,000
RIVERSIDE-SAN BERNARD, CA	0	0	0	0	0	0	0	0	0	0	0
SACRAMENTO, CA	0	0	0	0	0	0	800,000	975,700	240,000	92,000	2,107,700
SAN DIEGO, CA	322,000	2,250,000	0	0	0	157,200	431,120	0	1,250,000	5,296,692	9,707,012
SAN FRANCISCO-OAKLAND, CA	0	0	0	96,000	0	2,423,160	0	1,381,849	0	232,552	4,133,561
SAN JOSE, CA	0	0	0	0	0	0	0	0	0	0	0
PORTLAND, OR-WA	0	0	0	0	0	0	0	0	0	0	0
SEATTLE-EVERETT, WA	0	0	0	0	0	0	0	0	0	0	0
SUB-TOTAL	64,070,488	0	48,913,782	22,142,440	41,582,915	73,944,976	51,648,703	43,045,216	102,918,494	121,223,375	569,490,389
POPULATION											0
200,000 - 1,000,000	4,432,813	14,393,680	8,118,878	11,823,348	22,708,000	23,767,381	5,433,349	31,556,798	15,207,313	17,690,051	155,131,611
50,000 - 200,000	7,809,378	4,687,914	2,987,646	21,536,176	8,705,192	6,478,057	3,158,639	3,093,863	5,719,181	10,836,946	75,012,992
NON-URBAN	8,959,455	7,023,212	3,273,452	474,817	4,903,297	0	0	0	0	0	24,634,233
GRAND TOTAL	85,272,134	72,852,138	63,293,758	55,976,781	77,899,404	104,190,414	60,240,691	77,695,877	123,844,988	149,750,372	871,016,557

NOTE: BUS MAINTENANCE FACILITIES INCLUDE GARAGES, BUS STORAGE FACILITIES, ADMINISTRATION BUILDINGS, SHOP EQUIPMENT, COMPUTER SOFTWARE, SUPPORT VEHICLES, FUELING STATIONS, BUS PARKING LOTS, SECURITY AND SURVEILLANCE EQUIPMENT, MOBILE FARE EQUIPMENT.

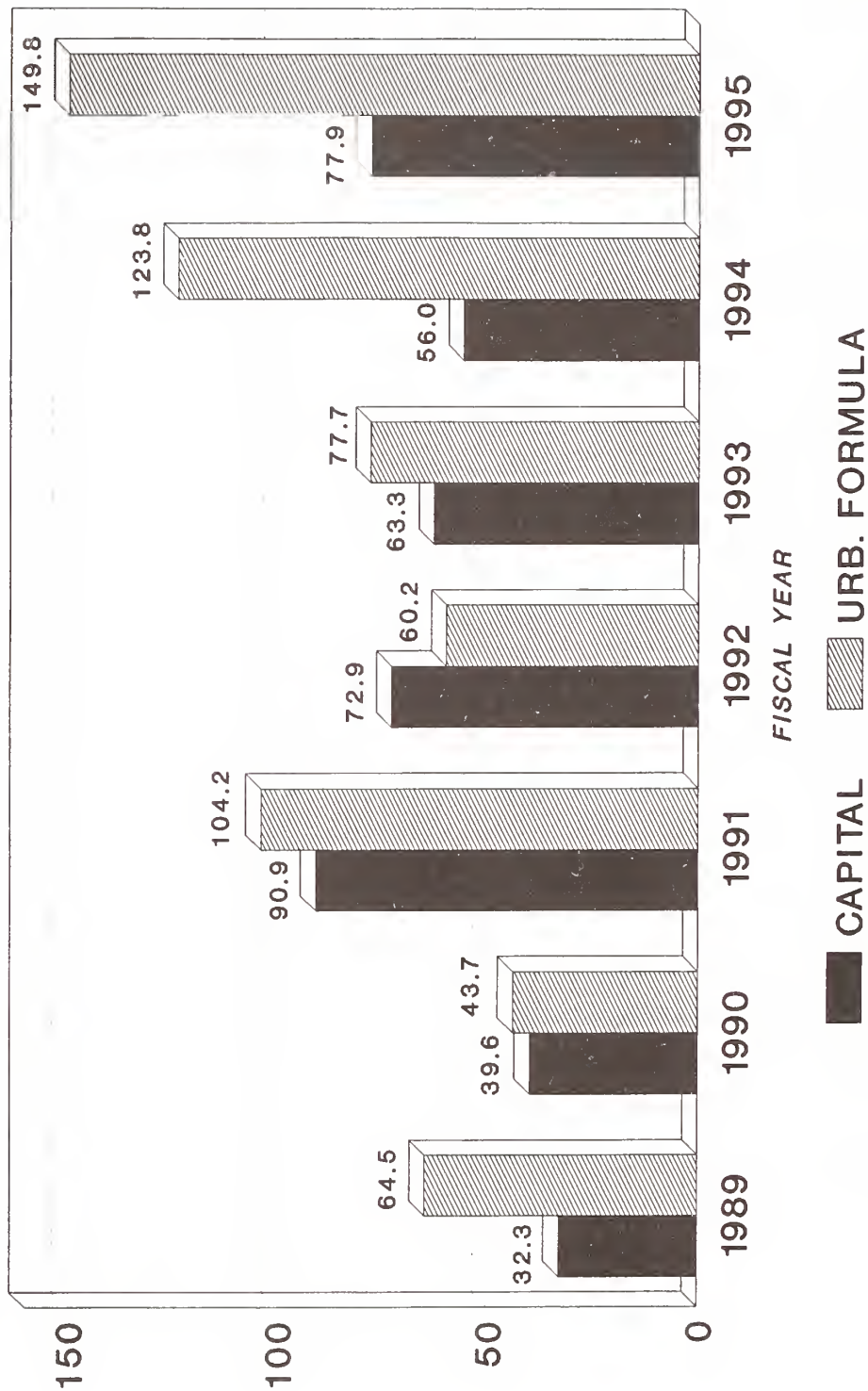
\*HOUSTON FY 1993 OBLIGATIONS ARE ALSO INCLUDED IN CAPITAL NEW SYSTEMS OBLIGATIONS.

# CAPITAL AND URBANIZED AREA FORMULA OBLIGATIONS BUS MAINTENANCE FACILITIES

FISCAL YEARS 1989 - 1995

Figure 38

\$ MILLIONS



## INTERSTATE SUBSTITUTE TRANSIT PROGRAM

The Interstate Substitute program was established by the 1973 Federal-Aid Highway Act and amended by subsequent legislation. The law permits State and local officials to withdraw planned Interstate routes, or segments which were within or which connect urbanized areas, and to substitute mass transit or non-interstate highway projects. Withdrawal requests were reviewed and approved jointly by FTA and the Federal Highway Administration (FHWA). Under ISTEA, the provisions for "flexible" funding permit Interstate Substitute Highway funds to be transferred to FTA and used for Interstate Substitute transit projects. In FY 1995, \$83.3 million of transferred Interstate Substitute Highway funds was obligated for New York. Including this amount, the total obligations for Interstate Substitute were \$153,651,070. Please see below for the breakdown of this amount.

Substitute funds may be used for a wide variety of highway and public mass transit projects. Interstate grants for transit projects can finance, for example, the construction and improvements of transit facilities, the purchase of rolling stock and other transportation equipment. The Federal participation of Interstate Substitute transit projects is 85 percent. The level of obligations for the Interstate Substitute transit program reached a peak of \$679 million in FY 1980. Since then, there has been a continuous downward trend in the annual amounts obligated for this program. As the Interstate Highway System itself draws near its completion, substitute projects of either a highway or transit nature have largely been completed, and this is reflected in the lowering level of annual obligations. FY 1995 was the last year in which Interstate Substitute funds were appropriated. Any obligations for subsequent years will be drawn from carryover funds.

<u>URBANIZED AREA</u>	<u>PURPOSE</u>	<u>AMOUNT</u>
Boston	Fixed Guideway Mod.	\$ 532,627
Rhode Island	Bus Maintenance Facility	170,000
New York	Fixed Guideway Mod.	130,551,755*
Baltimore	New Systems	4,749,485
Baltimore	Fixed Guideway Mod.	4,250,000
Memphis	Fixed Guideway Mod.	4,127,717
Chicago	Fixed Guideway Mod.	7,585,000
Cleveland	Fixed Guideway Mod.	1,432,899
Sacramento	Fixed Guideway Mod.	<u>251,587</u>

Total FY 1995 Obligations: \$153,651,070

\*Includes \$83.3 million of transferred Interstate Substitute Highway funds

TABLE 39

*In descending order by  
total amounts received*

INTERSTATE SUBSTITUTE TRANSIT  
\* OBLIGATIONS \*  
FISCAL YEARS 1974 - 1995

URBANIZED AREA	( IN MILLIONS )													TOTAL \$
	FY 74 THRU FY 83	FY 84	FY 85	FY 86	FY 87	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94	FY 95	
WASHINGTON, DC.:	2,160.2	0.3	0.8	1.0	0	0	0	0	0	0	0	0	0	2,162.3
BOSTON:	1,345.6	35.0	16.9	18.4	20.0	5.8	5.9	1.7	2.4	5.4	1.0	0	0.5	1,458.6
CHICAGO, IL:	175.7	64.1	93.3	204.2	121.7	47.8	85.8	55.2	11.4	5.9	8.5	0	7.6	881.2
NEW YORK, NY:	80.7	5.7	1.2	0.8	24.3	48.2	50.6	34.6	42.5	191.7	40.5	107.6	130.5	758.9
BALTIMORE, MD:	53.1	56.4	50	0	0.0	19.6	90.9	58.6	59.8	40.0	17.9	10.6	9.0	466.0
PHILADELPHIA, PA:	344.6	0	0	0	0	0	0	0	0	0	0	0	0	344.6
PORTLAND, OR:	142.0	8.7	0.3	0.2	0.1	0.1	0.1	0	3.0	1.0	1.0	4.6	0	161.1
NE NEW JERSEY	108.9	0.0	0.3	1.4	0	3.0	0	0	0	2.6	0	0.3	0	116.5
SACRAMENTO, CA:	32.4	23.2	24.5	0	12.8	3.2	0	0	0	0	0	0	0.3	96.4
HARTFORD, CT:	15.2	1.1	23.4	2.4	1.8	1.1	0	0.9	0.7	0	1.7	0	0	48.3
CLEVELAND, OH:	3.2	2.2	9.5	0	13.4	1.4	2.6	2.3	2.5	6.3	2.8	1.6	1.4	49.2
MEMPHIS, TN:	2.6	1.5	5.1	0	0	7.1	0	4.3	12.2	0	0	0	4.1	36.9
SOUTH NEW JERSEY	12.8	6.5	0	5.1	0	0	0	0	0	0	0	0	0	24.4
RHODE ISLAND:	0	2.1	2.4	9.3	2.7	0.5	0.8	0.7	5.8	0	0	0	0.2	24.5
DENVER, CO:	18.5	0	0	0	0	0	0	0	0	0	0	0	0	18.8
INDIANAPOLIS, IN:	11.0	0	1.6	1.2	0	1.2	0	0	0	0	0	0	0	15.0
DULUTH, MN:	2.1	1.8	1.6	0	0	0.3	0.4	0.2	0	0	0	0	0	6.4
SAN FRANCISCO, CA:	1.60	1.1	0	0	0	0.1	0	0.8	0	0	2.8	0	0	6.4
ALBANY, NY:	5.7	0	0.4	0	0	0.1	0	0	0	0	0	0	0	6.2
MINNEAPOLIS, MN:	3.0	0	0	0	0	0	0	0	0	0	0	0	0	3.0
WATERLOO, IA:	0.03	0.6	0.7	0	0.2	0.1	0	0	0	0.4	0.2	0.07	0	2.3
OMAHA, NE:	2.0	0	0	0	0	0	0	0	0	0	0	0	0	2.0
KILLINGLY, CT:	0	0	0.1	0.04	0.0	0.0	0.0	0.0	0.3	0.8	0.3	0	0	1.5
TUCSON, AZ:	1.1	0	0	0	0	0	0	0	0	0	0	0	0	1.1
FALL RIVER, MA:	0	0	0.2	0.1	0.1	0	0	0	0	0	0	0	0	0.4
PROJ. MGT. OVERSIGHT	0	0	0	1.0	0.3	0.03	0.2	1.3	0.6	0.8	0.8	0.8	0.2	6.0
GRAND TOTALS	4,522.0	210.3	232.4	245.3	197.5	139.6	237.3	160.6	141.2	254.9	77.5	125.6	153.8	6,698.1

PLEASE NOTE THAT OBLIGATIONS INCLUDE TRANSFERRED SUBSTITUTE HIGHWAY FUNDS AS FOLLOWS: FY 1992-NEW YORK, \$100 MILLION, FY1993-WATERLOO, \$107,996; FY 1994-NEW YORK, \$83.3 MILLION; FY 1995-NEW YORK, \$83.3 MILLION.



# OBLIGATIONS FOR INTERSTATE SUBSTITUTE TRANSIT

FISCAL YEARS 1982 - 1995

Figure 39

FISCAL YEAR

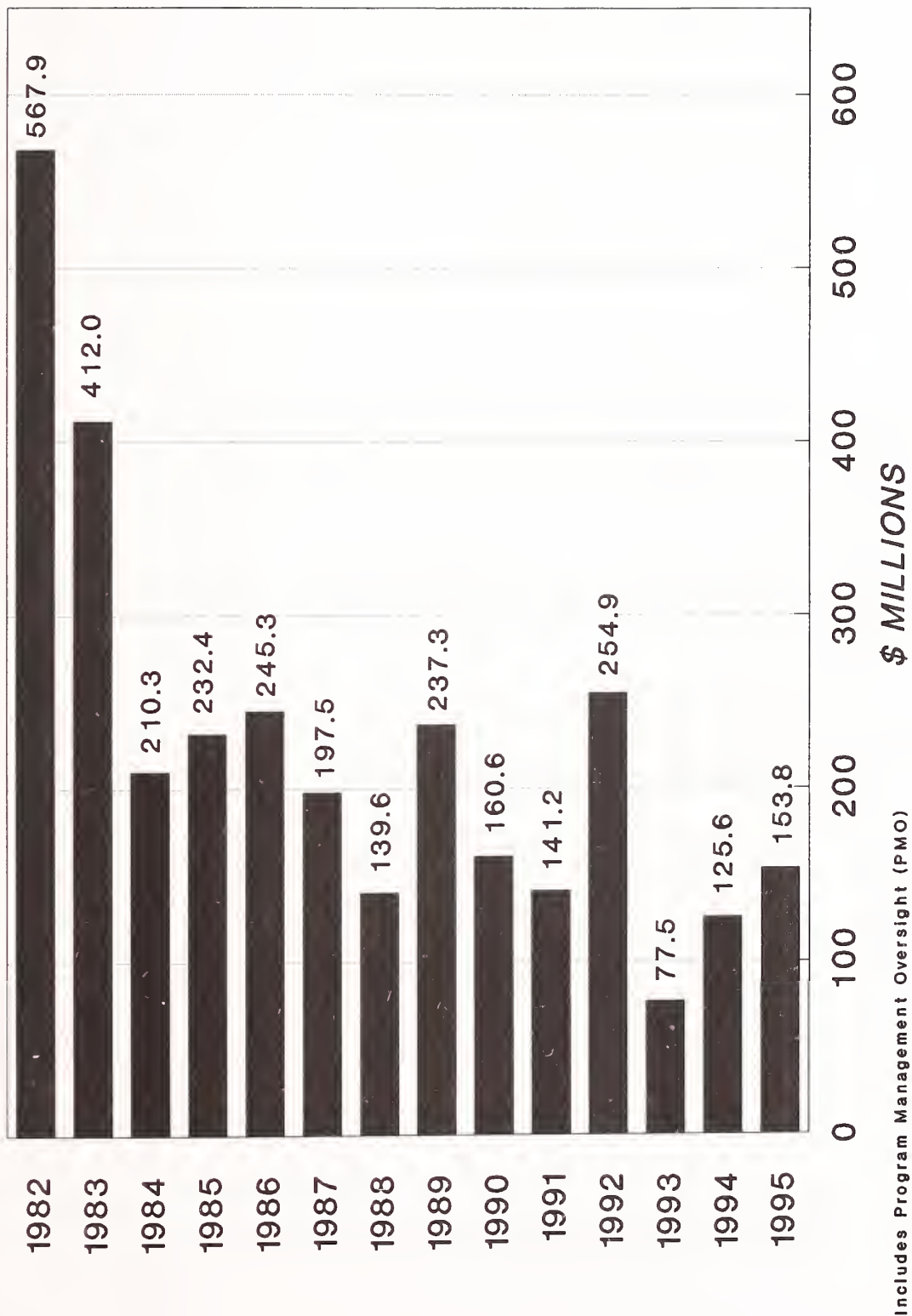




TABLE 40

**OBLIGATIONS FOR INTERSTATE SUBSTITUTE TRANSIT GRANTS  
BY CATEGORY  
FISCAL YEARS 1984 -1995**

FISCAL YEAR	BUS			FIXED		NEW		PLANNING		12 YEAR	
	=====			=====		=====		=====		=====	
	BUS	GUIDEWAY MOD	SYSTEMS								\$ TOTAL
1984	9,282,696	112,693,598	87,904,232					380,001		210,260,527	
1985	44,169,304	63,632,195	124,336,697					299,914		232,438,110	
1986	11,069,935	29,555,673	203,325,440					200,000		244,151,048	
1987	12,619,292	49,104,976	135,354,578					61,475		197,140,321	
1988	11,781,962	73,204,958	54,550,721					35,125		139,572,766	
1989	3,077,798	119,311,300	114,447,687					290,790		237,127,575	
1990	3,850,070	96,234,344	59,032,502					212,500		159,329,416	
1991	9,235,714	56,408,227	74,918,944					208,585		140,771,470	
1992 *	7,404,079	205,642,081	40,000,000					997,050		254,043,210	
1993 *	4,987,141	52,842,362	17,858,740					987,950		76,676,193	
1994 *	29,007,279	83,597,768	10,632,718					1,600,000		124,837,765	
1995 *	0	148,901,585	4,749,485					0		153,651,070	
TOTAL	146,485,270	1,091,129,067	927,111,744					5,273,390		2,169,999,471	

**URBANIZED AREAS THAT RECEIVED FUNDING FOR NEW SYSTEMS ARE:**

	FY 1984-87	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993	FY 1994	FY 1995	12 YEAR \$ TOTAL
Baltimore	106,512,999	19,595,530	90,898,450	53,835,435	59,825,610	40,000,000	17,858,740	10,632,718	4,749,485	403,908,967
Boston	43,720,736	5,761,385	0	0	0	0	0	0	0	49,482,121
Memphis	0	0	0	4,347,917	12,229,844	0	0	0	0	16,577,761
Chicago	331,872,572	25,862,276	23,549,237	0	0	0	0	0	0	381,284,085
Sacramento	60,513,132	3,231,530	0	0	0	0	0	0	0	63,744,662
San Francisco	0	0	0	849,150	0	0	0	0	0	849,150
Portland	8,301,508	100,000	0	0	2,863,490	0	0	0	0	11,264,998
TOTAL	550,920,947	54,550,721	114,447,687	59,032,502	74,918,944	40,000,000	17,858,740	10,632,718	4,749,485	927,111,744

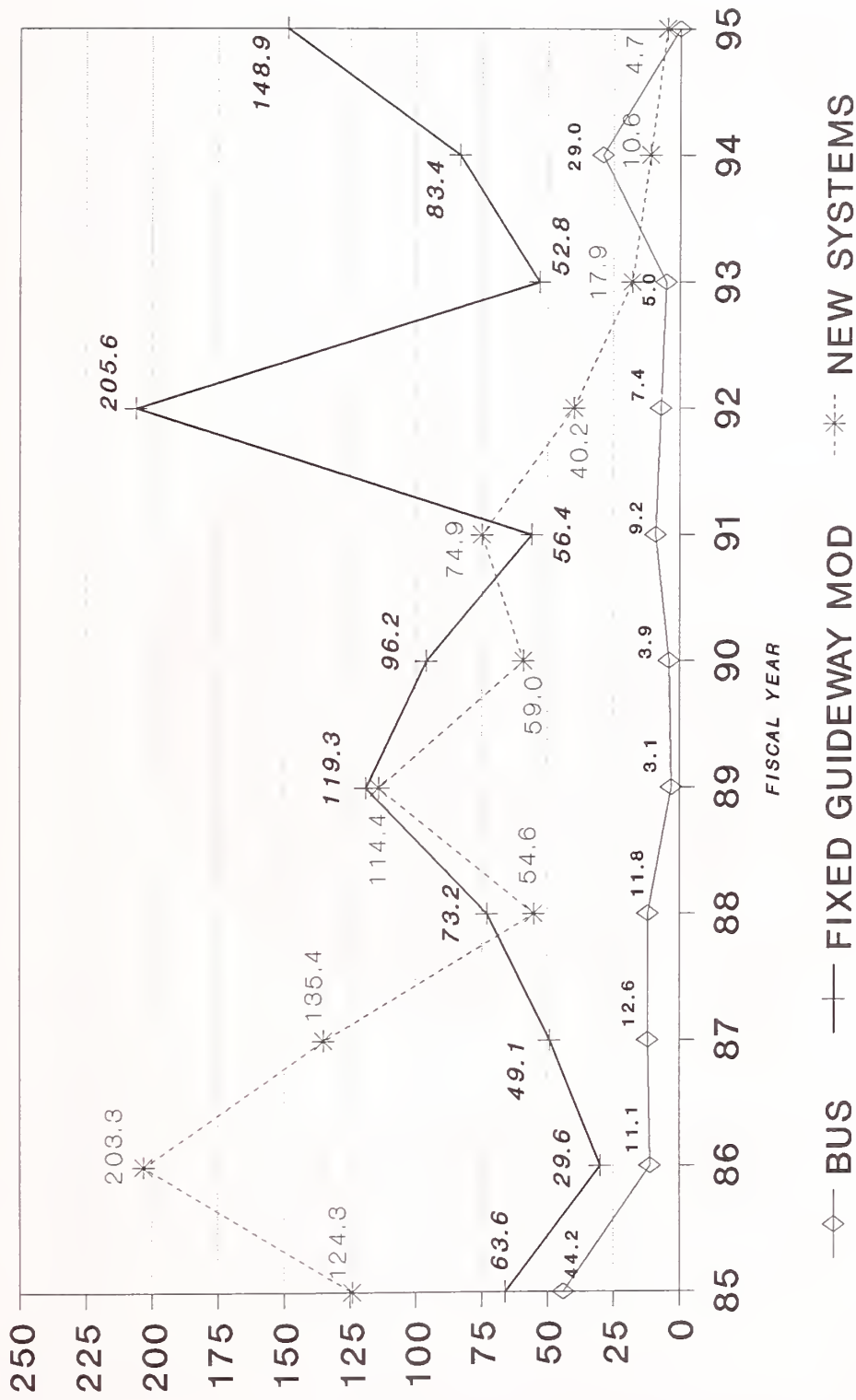
\* INCLUDES TRANSFERS FROM HIGHWAY SUBSTITUTE FUNDS.

# OBLIGATIONS FOR INTERSTATE SUBSTITUTE TRANSIT BY CATEGORY

FISCAL YEARS 1985 - 1995

\$ MILLIONS

Figure 40



Does not include Total Planning (\$5.3 Million)

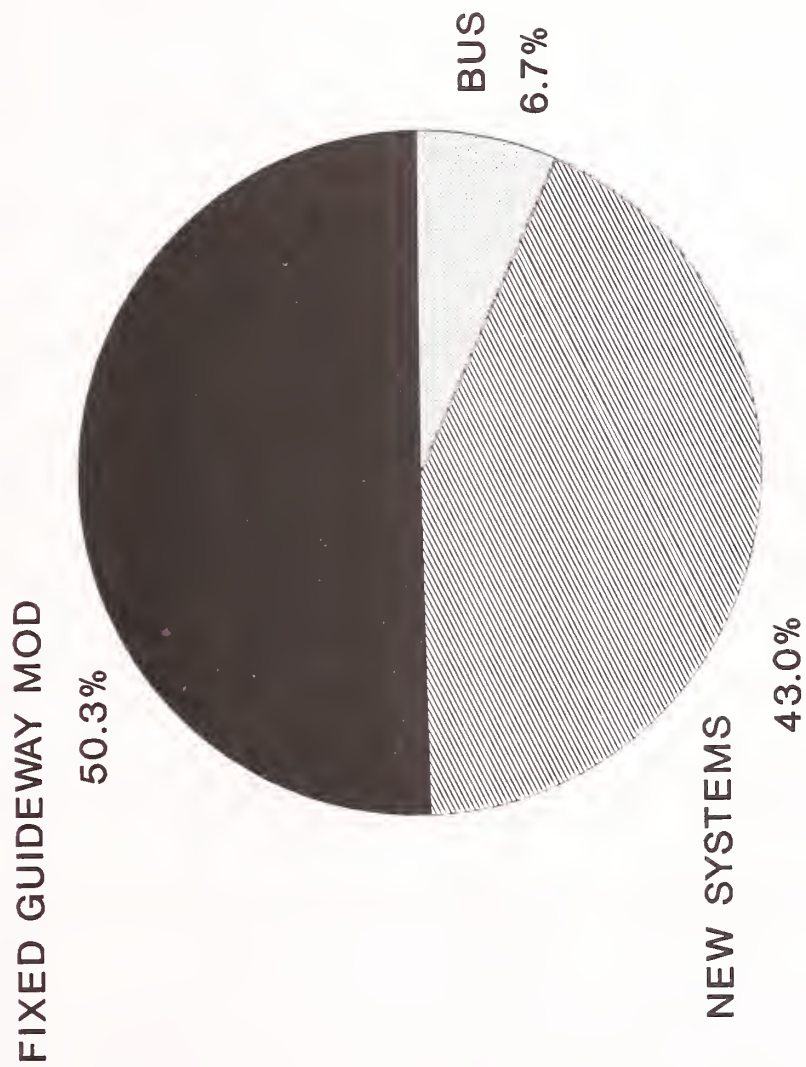
TABLE 40 -1

CUMULATIVE OBLIGATIONS FOR INTERSTATE SUBSTITUTE TRANSIT GRANTS  
BY PURPOSE  
FISCAL YEARS 1984 - 1995

URBANIZED OR RURAL AREA	NO. OF BUSES	BUS AMOUNT	MAINTENANCE FACILITIES	BUS OTHER	TOTAL \$	FIXED GUIDEWAY MOD	NEW SYSTEMS	PLANNING	TOTAL \$	12 YEAR CUMULATIVE TOTAL \$
BOSTON, MA	0	0	0	0	0	63,633,805	49,482,121	0	113,115,926	113,115,926
FALL RIVER, MA	0	0	0	0	0	458,031	0	0	458,031	458,031
HARTFORD, CT	150	5,739,585	23,353,138	3,439,389	32,532,112	425,000	0	0	425,000	32,957,112
KILLINGLY, CT	0	0	1,453,075	0	1,453,075	0	0	0	0	1,453,075
MEMPHIS, TN	30	7,070,017	0	6,581,543	13,651,560	4,127,717	16,577,761	0	20,705,478	34,357,038
RHODE ISLAND	42	7,186,733	2,704,033	3,558,916	13,449,682	10,647,134	0	510,085	11,157,219	24,606,901
ALBANY, NY	1	119,340	0	433,500	552,840	0	0	0	0	552,840
NEW YORK, NY	0	0	0	24,297,046	24,297,046	654,127,670	0	0	654,127,670	678,424,716
NE NEW JERSEY	0	0	0	1,393,694	1,393,694	6,271,874	0	0	6,271,874	7,665,568
SO NEW JERSEY	0	0	5,045,481	0	5,045,481	6,492,580	0	0	6,492,580	11,538,061
BALTIMORE, MD	0	0	0	0	0	8,950,000	403,908,967	0	412,858,967	412,858,967
WASHINGTON DC	9	1,008,277	0	0	1,008,277	1,045,500	0	0	1,045,500	2,053,777
CHICAGO, IL	0	0	0	0	0	324,264,790	381,284,085	0	705,548,875	705,548,875
DULUTH, MN	13	624,070	0	3,657,938	4,282,008	0	0	0	0	4,282,008
CLEVELAND	197	28,808,849	7,342,934	3,317,588	39,469,371	6,564,349	0	0	6,564,349	46,033,720
INDIANAPOLIS	13	1,194,135	0	2,811,197	4,005,332	0	0	0	0	4,005,332
WATERLOO	21	1,896,687	0	341,105	2,237,792	0	0	0	0	2,237,792
SACRAMENTO, CA	0	0	0	0	0	251,587	63,744,662	0	63,996,249	63,996,249
SAN FRANCISCO, CA	0	0	0	107,000	107,000	3,869,030	849,150	0	4,718,180	4,925,180
PORTLAND, OR	16	3,000,000	0	0	3,000,000	0	11,264,998	4,763,305	16,028,303	19,028,303
TOTAL	492	56,647,693	39,898,661	49,938,916	146,485,270	1,091,129,067	927,111,744	5,273,390	2,023,514,201	2,169,999,471

INTERSTATE SUBSTITUTE TRANSIT OBLIGATIONS  
FISCAL YEARS 1984-1995  
(BY PURPOSE)

Figure 40-1



PLANNING (\$5.3 MILLION) IS INCLUDED IN NEW SYSTEMS

TABLE 41

OBLIGATIONS FOR INTERSTATE SUBSTITUTE TRANSIT AND FAUS  
BY STATE  
FISCAL YEARS 1986 - 1995

STATE	INTERSTATE SUBSTITUTE 1986-91	INTERSTATE SUBSTITUTE 1992	INTERSTATE SUBSTITUTE 1993	INTERSTATE SUBSTITUTE 1994	INTERSTATE SUBSTITUTE 1995	FAUS 1986-88	FAUS 1989	FAUS 1990	FAUS 1991	FAUS 1992	10 YEAR \$ TOTAL
ALASKA	0	0	0	0	0	1,501,037	534,670	0	237,662	248,388	2,521,757
CALIFORNIA	17,001,600	0	2,764,030	0	251,587	7,207,961	0	0	0	256,000	27,481,178
CONNECTICUT	7,169,002	767,890	1,970,396	0	0	0	0	0	0	0	9,907,288
WASH. D.C.	1,008,277	0	0	0	0	0	0	0	0	0	1,008,277
ILLINOIS	526,052,480	5,933,000	8,557,800	0	7,585,000	0	0	0	0	0	548,128,280
INDIANA	2,376,868	0	0	0	0	0	0	0	0	0	2,376,868
IOWA	270,980	352,750	241,669	70,125	0	0	0	0	0	0	935,524
MARYLAND	228,855,025	40,000,000	17,858,740	10,632,718	8,999,485	0	0	0	0	0	306,345,968
MASSACHUSETTS	54,552,966	5,357,091	1,015,631	0	532,627	0	0	0	0	0	61,458,315
MINNESOTA	886,213	0	0	0	0	7,786,000	0	0	0	0	8,672,213
NEW JERSEY	9,470,173	2,638,927	0	297,768	0	133,500	0	0	0	0	12,540,368
NEW YORK	201,242,396	191,713,063	40,504,901	107,597,046	130,551,755	0	0	0	0	0	671,609,161
OHIO	22,135,796	6,283,439	2,775,076	1,640,108	1,432,899	0	0	3,816,750	2,977,500	0	41,061,568
OREGON	3,461,880	997,050	987,950	4,600,000	0	0	0	0	850,000	0	10,896,880
RHODE ISLAND	19,931,136	0	0	0	170,000	0	0	0	0	0	20,101,136
TENNESSEE	23,677,804	0	0	0	4,127,717	0	0	0	0	0	27,805,521
VERMONT	0	0	0	0	0	0	0	0	1,707,990	0	1,707,990
TOTAL	1,118,092,596	254,043,210	76,676,193	124,837,765	153,651,070	16,628,498	534,670	3,816,750	5,773,152	504,388	1,754,558,292



TABLE 42

OBLIGATIONS FOR ELDERLY AND PERSONS WITH DISABILITIES  
FISCAL YEARS 1985 - 1994

STATE	FY 85	FY 86	FY 87	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94	FY 1995	11 YEAR TOTAL \$
ALABAMA	508,404	531,212	627,078	628,692	625,484	625,520	626,384	952,764	844,032	1,205,760	1,024,992	8,200,322
ALASKA	195,584	136,434	139,132	139,178	139,088	139,089	139,113	159,608	167,262	177,708	177,898	1,710,094
AMERICAN SAMOA						50,934	0	0	0	0	0	152,808
ARIZONA	343,196	397,000	461,194	462,276	460,129	460,154	460,731	842,461	748,998	903,234	906,038	6,445,411
ARKANSAS	377,000	410,196	477,500	476,635	476,884	476,410	477,015	677,785	602,032	719,942	722,086	5,894,985
CALIFORNIA	1,851,428	2,277,187	2,785,098	2,793,657	2,776,666	2,776,864	2,781,426	4,906,464	4,392,269	6,502,019	5,466,199	39,309,277
COLORADO	299,052	341,977	393,182	394,046	392,333	392,353	392,813	620,672	516,566	705,076	707,167	5,155,237
CONNECTICUT	376,576	438,616	512,632	513,880	511,404	511,433	512,096	679,068	551,024	730,100	753,544	6,090,373
DELAWARE	166,957	177,303	189,646	189,854	189,442	189,446	189,557	247,098	231,677	258,053	258,532	2,287,565
DIST. OF COL.	189,000	192,474	208,396	208,666	208,133	208,139	208,282	248,540	230,267	256,287	256,760	2,414,944
FLORIDA	1,662,632	1,580,452	1,925,110	1,930,904	1,919,404	1,919,536	1,922,624	3,631,892	2,977,168	3,682,148	3,694,965	26,846,855
GEORGIA	585,000	603,864	716,876	718,780	715,004	715,044	716,060	1,156,196	1,082,347	1,323,288	1,323,288	9,651,425
GUAM	0	127,394	0	0	0	0	0	0	0	0	0	127,394
HAWAII	357,828	192,538	208,476	208,745	208,212	208,218	208,361	312,067	283,614	322,820	323,532	2,834,411
IDAHOW	233,470	223,470	224,764	225,106	224,469	224,476	224,647	304,640	289,287	329,895	330,633	2,817,139
ILLINOIS	2,040,188	1,240,954	1,504,316	1,508,752	1,499,944	1,500,046	1,502,414	2,324,001	1,938,958	2,384,001	2,445,469	19,892,356
INDIANA	530,872	630,965	750,372	752,384	748,389	748,436	749,509	1,167,030	1,036,716	1,262,018	1,266,164	9,642,905
IOWA	388,566	453,565	531,104	532,412	529,818	529,848	530,545	644,144	774,463	774,796	774,796	5,687,261
KANSAS	333,028	384,332	445,534	446,565	444,518	444,542	445,091	630,413	546,615	650,827	652,722	5,424,187
KENTUCKY	982,000	491,000	595,256	596,769	593,765	593,800	594,607	870,972	810,598	980,048	983,128	8,091,933
LOUISIANA	528,000	496,454	584,110	585,594	582,661	582,695	583,486	866,634	813,081	983,156	986,248	7,592,119
MAINE	222,816	246,932	275,708	276,195	275,232	275,244	275,500	369,908	351,484	407,452	408,472	3,384,943
MARYLAND	411,148	481,716	565,900	567,318	564,502	564,535	565,291	920,158	816,733	987,711	990,819	7,435,831
MASSACHUSETTS	636,408	762,525	912,976	915,515	910,481	910,540	911,892	1,370,816	1,158,404	1,413,832	1,418,476	11,321,865
MICHIGAN	794,000	944,548	1,137,960	1,141,220	1,134,750	1,134,826	1,136,563	1,835,812	1,687,214	2,207,734	2,052,334	15,206,961
MINNESOTA	899,172	931,604	627,562	629,179	625,969	626,007	626,869	744,725	827,673	1,001,354	1,004,512	8,144,626
MISSISSIPPI	667,748	390,816	453,548	454,604	452,504	452,532	453,027	635,744	596,048	559,360	527,078	5,833,074
MISSOURI	696,616	696,632	819,176	821,409	816,975	817,022	818,218	1,206,197	1,050,767	1,279,592	1,283,753	10,296,362
MONTANA	182,780	197,027	214,024	214,312	213,743	213,750	213,902	281,298	268,783	304,323	304,969	2,608,911
NEBRASKA	530,000	299,281	340,408	341,104	339,729	339,745	340,114	454,111	397,435	464,773	465,997	4,312,697
NEVADA	171,672	183,184	196,914	197,146	196,687	196,692	196,816	313,419	306,129	350,899	351,713	2,661,271
NEW HAMPSHIRE	195,540	212,936	233,688	234,038	233,344	233,352	233,536	309,896	291,460	332,604	333,348	2,843,742
NEW JERSEY	734,560	884,884	1,064,216	1,064,216	1,061,200	1,061,304	1,062,920	1,697,032	1,382,546	1,693,360	1,693,032	13,405,292
NEW MEXICO	344,732	229,082	253,646	254,059	253,238	253,247	253,468	373,323	354,455	411,171	412,202	3,392,623
NEW YORK	1,680,000	2,042,792	2,495,388	2,500,000	2,487,872	2,488,048	2,492,116	3,767,488	2,365,848	3,297,512	3,127,104	28,744,168
NORTH CAROLINA	960,300	676,776	806,996	809,190	804,884	804,884	806,054	1,373,830	1,225,325	1,497,296	1,502,241	11,267,726
NORTH DAKOTA	186,920	191,968	207,774	208,040	207,511	207,518	207,660	257,779	234,875	262,033	262,527	2,434,605
NO. MARIANAS	100,633	50,187	0	0	0	0	0	0	0	0	0	201,310
OHIO	1,926,000	1,164,256	1,409,518	1,413,651	1,405,446	1,405,542	1,407,745	2,278,768	1,921,747	1,858,688	1,907,095	18,098,456
OKLAHOMA	416,000	455,639	533,668	534,984	532,373	532,384	533,085	771,611	705,104	848,490	851,097	6,714,435
OREGON	335,207	385,072	446,450	447,482	445,429	445,453	446,004	704,383	658,401	790,244	1,128,231	6,232,356
PENNSYLVANIA	1,464,204	1,457,169	1,771,556	1,776,855	1,766,337	1,766,460	1,769,284	2,876,080	2,415,856	2,982,094	2,992,388	23,038,283
PUERTO RICO	693,776	373,030	431,564	432,550	430,592	430,612	431,140	642,782	626,680	750,680	752,936	5,996,342
RHODE ISLAND	361,980	236,396	262,688	263,121	262,252	262,252	262,498	353,108	317,336	364,876	365,740	3,312,247
SOUTH CAROLINA	377,000	391,400	454,668	455,329	453,224	453,248	453,812	745,808	682,924	820,628	823,332	6,111,173
SOUTH DAKOTA	219,654	219,582	219,654	219,959	219,355	219,362	219,524	274,997	250,375	281,365	281,928	2,756,101
TENNESSEE	548,000	601,784	714,306	716,202	712,438	712,481	713,492	1,101,368	989,220	1,242,432	1,206,716	9,258,439
TEXAS	1,366,090	1,348,530	1,637,280	1,642,145	1,632,486	1,632,599	1,635,192	2,752,388	2,493,726	3,079,212	3,089,856	22,309,504
UTAH	201,088	219,852	242,236	242,615	241,866	241,874	242,076	348,591	333,095	384,530	385,465	3,083,288
VERMONT	165,468	175,448	187,356	187,558	187,166	187,166	187,268	224,796	0	450,120	436,464	2,368,804
VIRGIN ISLANDS	0	122,152	0	129,448	129,420	129,421	129,429	132,142	132,027	133,764	133,796	1,171,599
VIRGINIA	510,000	575,262	740,322	683,314	679,759	679,800	680,754	1,137,292	1,027,439	1,250,498	1,254,552	9,218,982
WASHINGTON	425,126	499,141	587,436	588,925	585,971	586,006	586,799	981,289	623,829	1,083,424	929,522	7,477,468
WEST VIRGINIA	342,000	337,406	387,566	388,378	386,701	386,720	387,171	540,283	510,022	605,189	606,919	5,178,355
WISCONSIN	552,104	601,612	714,092	715,988	712,225	712,268	713,279	1,081,970	944,209	1,146,696	1,150,377	9,044,820
WYOMING	151,252	156,434	163,854	163,977	163,734	163,734	163,798	194,355	188,177	203,793	204,077	1,917,180
TOTAL	32,077,141	29,624,704	34,839,984	34,995,861	34,821,511	34,823,616	34,821,120	53,651,852	46,831,991	58,895,849	57,699,221	453,082,850

NOTE: IN FISCAL YEARS WHERE THERE ARE NO OBLIGATIONS REPORTED FOR STATES AND OR U.S. TERRITORIES (EXCEPT VIRGIN IS.) SECTION 16 FUNDS FUNDS WERE TRANSFERRED TO SECTION 18 AND IN MOST INSTANCES OBLIGATED.

TABLE 43

OBLIGATIONS FOR THE NON-URBANIZED AREA FORMULA PROGRAM  
FISCAL YEARS 1986 - 1995

STATE	FY 86-88 RURAL	FY 89 RURAL	FY 90 RURAL	FY 91 RURAL	FY 92 RURAL	FY 93 RURAL	FY 94 RURAL	FY 95 RURAL	TOTAL RURAL
ALABAMA	20,469,586	3,586,959	3,574,903	2,486,680	4,053,384	3,812,654	3,885,148	6,081,009	47,950,323
ALASKA	352,369	169,273	344,057	144,349	176,153	2,589,605	704,605	592,874	5,073,285
AMERICAN SAMOA	73,356	24,081	23,898	75,771	117,138	24,081	117,868	200,804	656,997
ARIZONA	2,631,482	599,934	963,728	618,730	1,508,835	1,343,986	1,785,597	1,976,103	11,428,395
ARKANSAS	5,680,537	1,284,738	1,274,977	1,324,988	2,341,327	1,744,945	2,373,190	2,720,215	18,744,917
CALIFORNIA	8,706,696	2,872,493	2,819,071	2,931,416	4,982,213	5,047,118	7,473,396	9,850,781	44,683,184
COLORADO	3,975,559	1,199,669	973,272	675,849	1,081,003	982,640	1,289,294	1,320,770	11,498,056
CONNECTICUT	2,371,596	848,385	642,435	636,599	964,698	1,731,833	1,433,566	1,673,591	10,302,703
DELAWARE	626,313	169,085	167,800	174,382	175,000	238,788	324,372	0	1,875,740
FLORIDA	11,288,583	2,478,178	2,444,000	2,907,368	4,202,786	3,737,769	4,882,769	5,477,556	37,419,009
GEORGIA	9,028,765	2,132,318	2,116,117	2,199,120	3,733,326	3,191,276	4,525,942	4,636,432	31,563,296
GUAM	604,115	218,943	218,341	221,438	0	572,529	332,127	336,720	2,504,213
HAWAII	816,837	206,171	204,605	212,630	419,009	1,648,172	0	2,892,968	6,400,392
IDAHO	2,563,437	613,441	584,346	647,661	908,724	2,173,868	1,900,252	1,321,124	10,712,853
ILLINOIS	10,532,106	3,856,157	0	3,347,732	3,673,985	3,980,431	4,514,573	4,525,676	34,430,660
INDIANA	7,412,475	2,526,166	2,154,091	2,137,726	2,221,579	3,143,155	2,993,637	4,011,024	26,599,853
IOWA	4,802,079	1,599,862	1,526,521	1,584,046	2,855,300	1,819,131	2,580,803	2,747,915	19,515,657
KANSAS	4,179,387	1,658,778	1,516,659	1,160,461	1,692,847	1,447,061	2,052,253	2,102,355	15,809,801
KENTUCKY	5,273,375	2,220,633	2,199,451	2,356,300	2,843,291	2,812,399	3,387,822	4,046,165	25,139,436
LOUISIANA	5,681,615	1,494,365	1,483,012	1,541,184	2,311,271	1,975,696	2,801,973	2,870,379	20,159,495
MAINE	2,305,147	652,768	647,809	673,219	1,115,276	953,350	2,092,061	2,188,910	10,628,540
MARYLAND	2,638,398	801,974	795,881	827,099	1,392,371	1,277,349	1,687,984	1,763,843	11,184,899
MASSACHUSETTS	4,181,758	1,022,564	1,039,392	993,763	1,492,199	1,609,831	1,912,703	1,853,170	14,105,380
MICHIGAN	9,254,825	2,596,157	2,575,261	2,676,233	4,041,130	3,774,029	6,209,927	6,523,034	37,650,596
MINNESOTA	5,066,469	1,479,999	1,617,263	1,748,564	1,757,277	4,943,308	617,768	7,015,183	24,245,831
MISSISSIPPI	7,808,224	3,013,270	1,429,477	1,741,315	2,482,782	1,995,616	2,891,768	2,993,286	24,355,738
MISSOURI	6,819,724	2,097,711	1,867,394	2,074,172	2,729,847	2,756,839	3,283,580	3,353,062	24,982,329
MONTANA	1,301,990	431,011	427,736	444,515	684,790	585,365	830,176	850,444	5,556,027
NEBRASKA	2,329,856	729,294	736,447	713,571	1,007,745	919,044	1,252,631	1,283,212	8,971,800
NEVADA	461,085	153,097	151,934	157,893	337,344	288,365	408,965	418,949	2,377,632
NEW HAMPSHIRE	1,892,779	696,853	681,157	769,783	893,199	856,344	1,693,440	1,266,811	8,750,366
NEW JERSEY	2,409,976	800,198	794,118	825,266	0	2,368,748	0	1,548,221	8,746,527
NEW MEXICO	1,976,132	618,308	579,761	597,925	0	2,049,306	1,436,944	1,615,287	8,873,663
NEW YORK	8,833,505	1,898,318	5,638,913	3,191,859	4,495,492	5,466,491	6,801,924	7,478,714	43,805,216
NORTH CAROLINA	11,992,596	4,392,740	3,052,270	2,475,956	4,348,603	5,016,533	3,252,102	11,244,168	45,774,968
NORTH DAKOTA	1,948,687	546,762	499,577	429,989	527,468	495,548	613,953	650,073	5,712,057
NO. MARIANAS	25,530	0	0	0	158,717	105,429	123,819	187,773	601,268
OHIO	11,790,460	5,026,344	3,666,873	3,275,335	6,160,809	4,255,940	6,008,771	7,147,086	47,331,618
OKLAHOMA	4,372,892	1,579,879	2,220,835	2,579,912	2,921,180	3,742,050	3,812,080	3,364,291	24,593,119
OREGON	3,931,949	520,500	1,507,981	605,600	1,432,100	2,103,853	0	4,558,908	14,660,891
PENNSYLVANIA	11,242,862	3,501,084	3,474,484	3,610,773	5,018,467	5,040,952	5,964,779	7,040,137	44,893,538
PUERTO RICO	11,340,936	835,310	1,430,476	1,139,236	1,620,690	1,385,384	1,964,776	2,012,743	21,729,551
RHODE ISLAND	351,081	116,571	106,666	92,193	154,993	177,468	304,312	257,837	1,561,121
SOUTH CAROLINA	8,630,342	1,681,052	1,799,106	2,061,130	2,699,917	2,278,267	2,897,641	2,968,379	25,015,834
SOUTH DAKOTA	2,046,192	618,254	516,245	467,278	617,302	527,675	748,360	968,792	6,510,098
TENNESSEE	6,374,366	1,867,455	1,853,267	1,925,966	3,276,892	2,637,473	3,740,519	4,987,837	26,663,775
TEXAS	40,948,243	3,803,195	11,855,020	13,039,805	14,410,015	5,822,731	10,638,275	8,240,072	108,757,356
UTAH	923,804	306,736	304,405	316,346	0	867,956	567,298	581,148	3,867,693
VERMONT	1,017,164	437,413	352,813	335,879	752,844	4,715,980	2,133,319	2,748,229	12,493,641
VIRGIN ISLANDS	216,851	72,002	71,454	74,258	118,129	6,205,175	1,523,959	146,705	8,428,533
VIRGINIA	5,906,986	1,716,681	2,138,330	1,873,905	2,866,351	5,214,527	3,631,658	3,499,471	26,847,909
WASHINGTON	4,236,214	1,126,379	1,133,362	1,161,669	1,761,819	2,459,994	2,374,113	2,380,433	16,633,983
WEST VIRGINIA	3,760,495	1,152,900	1,144,140	1,189,020	1,629,804	1,393,173	1,975,825	2,024,062	14,269,419
WISCONSIN	7,280,399	2,166,996	2,043,944	2,064,135	3,884,799	4,419,585	3,846,015	4,157,967	29,863,840
WYOMING	3,080,317	1,231,545	1,063,869	270,552	1,023,865	336,679	477,486	704,143	8,188,456
0	0	0	0	0	0	0	0	0	0
TOTAL	305,768,502	79,450,949	84,448,944	83,808,544	118,076,085	133,063,494	137,078,118	169,406,841	1,111,101,477

TABLE 44

CUMULATIVE OBLIGATIONS  
NON-URBANIZED AREA FORMULA PROGRAM  
BY FISCAL YEAR AND CATEGORY

(In Millions)

FISCAL YEAR	CAPITAL	OPERATING		PROJECT ADMINISTRATION		STATE ADMINISTRATION		TOTAL \$	
1979-1983	91.5	31.2%	129.4	44.1%	40.3	13.7%	32.0	10.9%	293.2
1984	42.5	36.7%	47.2	40.7%	17.6	15.2%	8.6	7.4%	115.9
1985	31.2	29.0%	50.7	47.2%	16.3	15.2%	9.3	8.7%	107.5
1986	33.1	30.1%	50.9	46.4%	17.4	15.8%	8.4	7.7%	109.8
1987	23.2	28.5%	40.6	49.9%	11.2	13.8%	6.3	7.7%	81.3
1988	27.9	27.2%	51.3	50.0%	15.4	15.0%	8.1	7.9%	102.7
1989	13.4	16.9%	44.8	56.4%	14.5	18.3%	6.7	8.4%	79.4
1990	13.6	16.1%	49.9	59.1%	14.4	17.1%	6.5	7.7%	84.4
1991	10.0	11.9%	51.9	61.9%	14.0	16.7%	7.9	9.4%	83.8
1992	24.6	21.3%	65.3	56.6%	16.6	14.4%	8.8	7.6%	115.3
1993	42.3	32.8%	60.6	47.0%	15.0	11.6%	11.1	8.6%	129.0
1994	35.5	27.2%	67.6	51.7%	16.0	12.2%	11.6	8.9%	130.7
1995	41.8	25.9%	85.3	52.9%	18.8	11.7%	15.4	9.5%	161.3
TOTAL	430.6		795.5		227.5		140.7		1,594.3

PLEASE NOTE THAT PROGRAM RESERVE FOR INTERCITY BUS IS NOT FACTORED IN THE CALCULATIONS.



# NON-URBANIZED AREA FORMULA OBLIGATIONS BY CATEGORY FISCAL YEARS 1985 - 1995

Figure 44

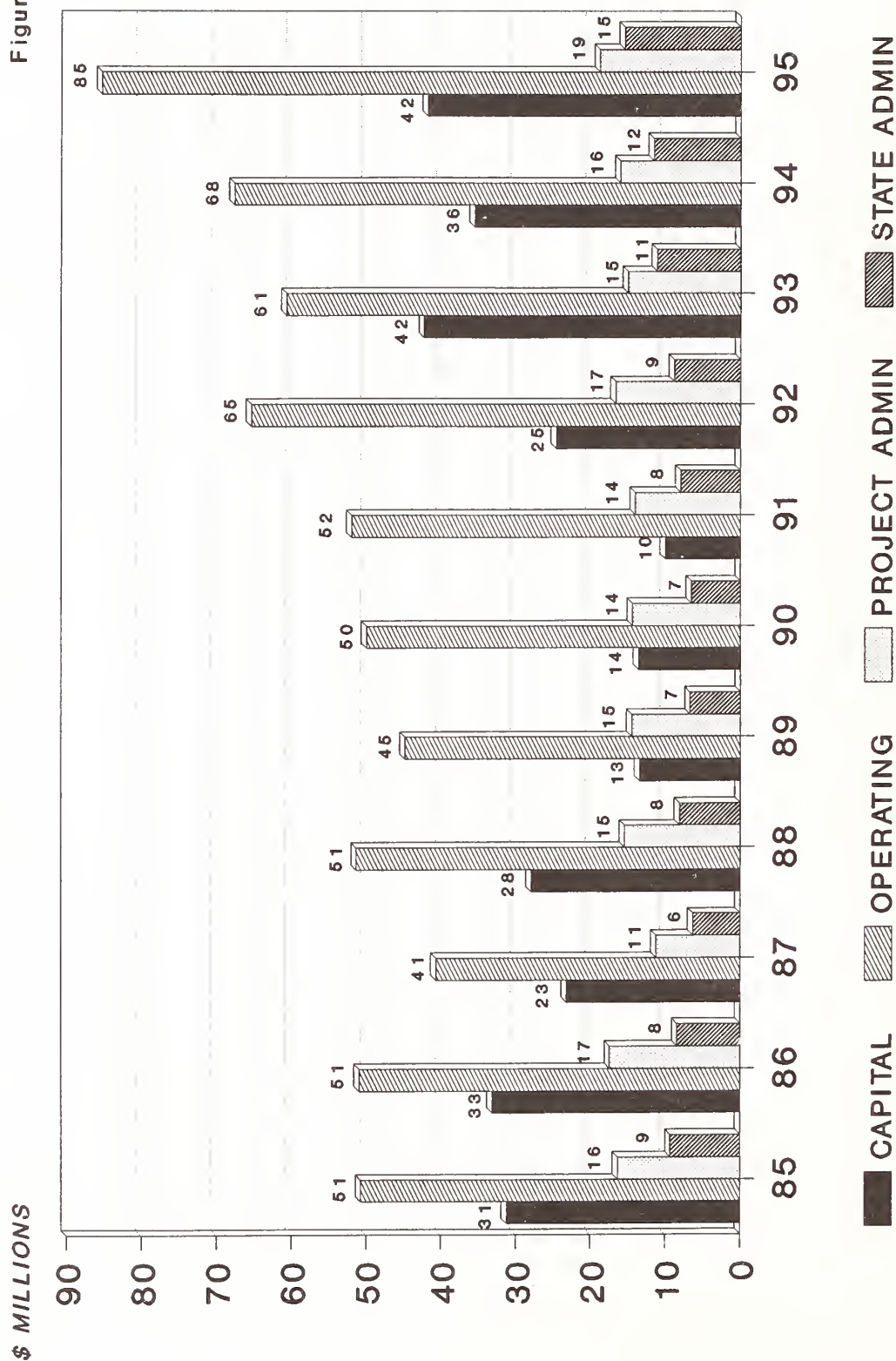


TABLE 45

RURAL TRANSIT ASSISTANCE PROGRAM (RTAP)  
OBLIGATIONS BY STATE  
FISCAL YEARS 1987 - 1995

STATE 	FY 1987-89	FY 1990	FY 1991	FY 1992	FY 1993	FY 1994	FY 1995	TOTAL \$ OBLIG
ALABAMA	277,700	89,633	99,940	89,672	89,977	98,356	98,311	843,589
ALASKA	271,367	108,630	55,349	0	111,877	57,211	57,204	661,638
AMERICAN SAMOA	32,232	10,601	10,606	0	0	11,028	11,027	75,494
ARIZONA	202,173	64,983	65,099	68,194	68,334	72,177	72,156	613,116
ARKANSAS	252,893	82,085	82,334	81,716	81,960	88,659	88,623	758,270
CALIFORNIA	387,970	120,942	121,536	127,409	128,004	144,354	144,266	1,174,481
COLORADO	202,681	66,254	66,380	66,524	66,651	70,141	70,122	608,753
CONNECTICUT	68,270	129,538	64,876	64,989	65,104	68,270	68,253	529,300
DELAWARE	163,012	54,223	54,000	54,000	107,448	54,558	0	487,241
FLORIDA	287,059	93,159	83,494	99,762	100,145	100,655	110,598	874,872
GEORGIA	120,702	303,038	103,666	108,005	108,451	120,702	120,636	985,200
GUAM	0	0	0	0	0	0	0	0
HAWAII	110,308	55,149	55,189	56,510	56,560	0	57,935	391,651
IDAHO	190,573	0	64,071	191,290	63,331	66,009	65,994	641,268
ILLINOIS	331,643	0	217,116	102,372	103,200	114,865	114,290	983,486
INDIANA	295,713	103,849	103,796	104,214	101,406	101,801	112,658	923,437
IOWA	347,154	86,942	86,905	83,065	83,065	172,748	90,265	950,144
KANSAS	238,317	78,101	78,319	76,302	76,504	82,059	82,030	711,632
KENTUCKY	472,365	95,213	95,563	93,419	93,753	102,923	112,874	1,066,110
LOUISIANA	268,485	87,320	0	85,911	173,797	93,771	93,730	803,014
MAINE	203,757	66,302	66,429	67,328	67,461	71,121	71,102	613,500
MARYLAND	216,465	70,028	70,184	71,633	71,800	76,369	76,344	652,823
MASSACHUSETTS	226,435	74,064	74,251	73,184	73,363	78,259	78,233	677,789
MICHIGAN	356,271	114,806	115,309	112,788	113,270	126,531	126,460	1,065,435
MINNESOTA	175,378	87,651	87,944	86,131	86,408	0	186,976	710,488
MISSISSIPPI	264,995	85,973	86,252	85,259	85,530	92,977	92,937	793,923
MISSOURI	286,907	92,763	93,095	92,083	92,406	101,295	101,247	859,796
MONTANA	184,519	60,764	60,848	60,640	60,721	62,969	62,957	553,418
NEBRASKA	226,458	48,058	83,861	69,116	66,177	69,568	69,550	632,788
NEVADA	164,043	53,823	53,853	55,241	55,282	56,389	56,383	495,014
NEW HAMPSHIRE	190,310	61,685	61,776	63,878	63,984	66,916	66,900	575,449
NEW JERSEY	140,008	69,984	70,139	0	139,837	0	74,186	494,154
NEW MEXICO	65,719	128,972	64,591	0	65,599	65,719	138,010	528,610
NEW YORK	147,922	240,307	120,664	119,847	120,384	135,136	135,057	1,019,317
NORTH CAROLINA	385,070	122,243	122,804	124,198	124,769	140,440	140,356	1,159,880
NORTH DAKOTA	177,331	58,861	58,930	57,869	57,929	59,591	59,582	530,093
NORTHERN MARIANAS	0	0	0	0	0	0	0	0
OHIO	400,858	129,313	129,929	125,539	126,120	142,074	141,988	1,195,821
OKLAHOMA	254,911	82,743	0	164,462	82,124	89,361	88,821	762,422
OREGON	220,126	20,000	93,415	113,000	75,837	0	162,729	685,107
PENNSYLVANIA	152,710	0	413,072	0	269,176	152,710	152,614	1,140,282
PUERTO RICO	156,067	151,536	155,218	75,182	0	156,067	80,664	774,734
RHODE ISLAND	159,760	52,912	52,934	53,226	53,251	53,932	53,928	479,943
SOUTH CAROLINA	267,292	85,978	86,257	87,137	87,422	95,266	95,223	804,575
SOUTH DAKOTA	182,271	60,280	60,359	59,591	59,665	61,691	61,680	545,537
TENNESSEE	676,585	96,638	97,000	97,939	98,308	108,433	108,378	1,283,281
TEXAS	463,514	144,980	0	145,716	303,206	173,366	173,252	1,404,034
UTAH	174,198	57,660	57,720	0	114,597	58,862	58,854	521,891
VERMONT	217,018	58,099	58,161	84,753	58,641	60,452	60,443	597,567
VIRGINIA	287,634	92,874	93,204	92,503	92,829	101,806	101,758	862,608
VIRGIN ISLANDS	35,837	11,798	11,812	11,835	11,850	12,237	12,235	107,604
WASHINGTON	242,616	78,130	78,348	79,781	80,010	86,300	86,266	731,451
WEST VIRGINIA	238,507	78,792	79,016	75,322	75,517	80,865	80,837	708,856
WISCONSIN	267,010	94,158	94,114	109,173	100,332	90,000	102,500	857,287
WYOMING	170,575	56,550	56,602	56,120	56,167	57,459	57,452	510,925
TOTAL	12,499,694	4,418,385	4,416,330	4,123,828	4,769,539	4,404,448	4,786,874	39,419,098



TABLE 46

**GRANT FUNDS OBLIGATED FOR U.S. TERRITORIES (EXCLUDING PUERTO RICO)  
BY PROGRAM  
FISCAL YEARS 1984 - 1995**

	FY 1984/ 1985-1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993	FY 1994	FY 1995	12 YEAR TOTAL \$
<b>VIRGIN ISLANDS</b>											
=====											
ELDERLY/DISABILITIES PROGRAM	175,912	0	129,448	129,420	129,421	129,429	132,142	132,027	133,764	133,796	1,225,359
NON-URBANIZED FORMULA PRGM	100,570	0	216,851	72,002	71,454	74,258	118,129	6,205,175	1,523,959	146,705	8,529,103
RTAP	0	0	23,370	11,800	11,798	11,812	11,835	11,850	12,237	12,235	106,937
CAPITAL PROGRAM	0	0	0	0	3,000,000	0	0	0	0	0	3,000,000
TECH.STUDIES	95,000	0	60,000	108,140	0	0	0	0	0	0	263,140
<b>SUB-TOTAL</b>	<b>371,482</b>	<b>0</b>	<b>429,669</b>	<b>321,362</b>	<b>3,212,673</b>	<b>215,499</b>	<b>262,106</b>	<b>6,349,052</b>	<b>1,669,960</b>	<b>292,736</b>	<b>13,124,539</b>
<b>GUAM</b>											
=====											
ELDERLY/DISABILITIES PROGRAM	258,394	0	0	0	0	0	0	0	0	0	258,394
NON-URBANIZED FORMULA PRGM	268,225	229,112	217,148	218,943	218,341	221,458	0	572,529	332,127	336,720	2,614,603
RTAP	0	0	0	0	0	0	0	0	0	0	0
<b>SUB-TOTAL</b>	<b>526,619</b>	<b>229,112</b>	<b>217,148</b>	<b>218,943</b>	<b>218,341</b>	<b>221,458</b>	<b>0</b>	<b>572,529</b>	<b>332,127</b>	<b>336,720</b>	<b>2,872,997</b>
<b>AMERICAN SAMOA</b>											
=====											
ELDERLY/DISABILITIES PROGRAM	0	0	50,940	50,934	50,934	0	0	0	0	0	152,808
NON-URBANIZED FORMULA PRGM	51,513	0	47,210	24,081	23,898	75,771	117,138	24,081	117,868	200,804	682,364
RTAP	0	0	21,127	10,602	10,601	10,606	0	0	11,028	11,027	74,991
<b>SUB-TOTAL</b>	<b>51,513</b>	<b>0</b>	<b>119,277</b>	<b>85,617</b>	<b>85,433</b>	<b>86,377</b>	<b>117,138</b>	<b>24,081</b>	<b>128,896</b>	<b>211,831</b>	<b>910,163</b>
<b>NORTHERN MARIANAS</b>											
=====											
ELDERLY/DISABILITIES PROGRAM	150,820	50,490	0	0	0	0	0	0	0	0	201,310
NON-URBANIZED FORMULA PRGM	48,363	14,120	0	0	0	0	158,717	105,429	123,819	187,773	638,221
RTAP	0	0	0	0	0	0	0	0	0	0	0
<b>SUB-TOTAL</b>	<b>199,183</b>	<b>64,610</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>158,717</b>	<b>105,429</b>	<b>123,819</b>	<b>187,773</b>	<b>839,531</b>
<b>GRAND TOTAL</b>	<b>777,315</b>	<b>293,722</b>	<b>766,094</b>	<b>625,922</b>	<b>3,516,447</b>	<b>523,334</b>	<b>537,961</b>	<b>7,051,091</b>	<b>2,254,802</b>	<b>1,029,060</b>	<b>17,747,230</b>

WHERE AMOUNTS ARE NOT SHOWN FOR THE ELDERLY AND PERSONS WITH DISABILITIES PROGRAM OR RTAP, THE FUNDS WERE TRANSFERRED TO THE NON-URBANIZED FORMULA PROGRAM.

AMERICAN SAMOA - NO FUNDS WERE TRANSFERRED TO THE NON-URBANIZED FORMULA PROGRAM OR OBLIGATED IN FY 1993. THE \$24,081 SHOWN IS AN ADJUSTMENT TO A PRIOR YEAR OBLIG.

NO. MARIANAS - FY 1993 ELDERLY AND PERSONS WITH DISABILITIES PROGRAM AND RTAP FUNDS WERE TRANSFERRED TO THE NON-URBANIZED AREA FORMULA PROGRAM AND OBLIGATED.

VIRGIN ISLANDS - FY 1993 OBLIGATIONS INCLUDE TRANSFER OF \$6,104,197 FROM FLEXIBLE FUNDS.  
FY 1994 OBLIGATIONS INCLUDE TRANSFER OF \$1,380,750 FROM FLEXIBLE FUNDS.

TABLE 47

## Federal Transit Administration - Office of Program Management

**SUMMARY TABLE OF FLEXIBLE FUNDING TRANSFERS TO FTA AND OBLIGATIONS**

As of September 30, 1995 (in Millions of Dollars)

	FY 1992	FY 1993	FY 1994	FY 1995	CUMULATIVE
<b>TRANSFERS TO FTA:</b>					
CMAQ	177.0	298.4	317.0	484.1	1,276.5
STP	25.2	146.9	183.2	200.3	555.6
Interstate Substitute	100.0	0.1	83.3	83.3	266.7
FHWA Earmarks/FAUS	1.6	23.8	26.2	34.1	85.7
<b>TOTAL TRANSFERS TO FTA.....</b>	<b>303.8</b>	<b>469.2</b>	<b>609.7</b>	<b>801.8</b>	<b>2,184.5</b>
<b>CARRYOVER FROM PREVIOUS YEAR</b> (including recoveries/adjustments):					
CMAQ	n/a	55.8	65.8	98.2	
STP	n/a	4.4	25.3	113.6	
Interstate Substitute	n/a	0.0	0.0	0.0	
FHWA Earmarks/FAUS	n/a	0.0	9.9	20.2	
<b>TOTAL CARRYOVER.....</b>	<b>n/a</b>	<b>60.2</b>	<b>101.0 *</b>	<b>232.0 *</b>	
<b>AVAILABLE TO FTA:</b>					
CMAQ	177.0	354.2	382.8	582.3	
STP	25.2	151.3	208.5	313.9	
Interstate Substitute	100.0	0.1	83.3	83.3	
FHWA Earmarks/FAUS	1.6	23.8	36.1	54.3	
<b>TOTAL AVAILABLE TO FTA.....</b>	<b>303.8</b>	<b>529.4</b>	<b>710.7</b>	<b>1,033.8</b>	
<b>OBLIGATED BY FTA:</b>					
CMAQ	121.2	289.0	259.7	494.4	1,164.3
STP	20.8	125.7	114.8	280.2	541.5
Interstate Substitute	100.0	0.1	83.3	83.3	266.7
FHWA Earmarks/FAUS	1.6	13.8	16.0	49.4	80.8
<b>TOTAL OBLIGATED BY FTA.....</b>	<b>243.6</b>	<b>428.6</b>	<b>473.8</b>	<b>907.3</b>	<b>2,053.3</b>
<b>PENDING OBLIGATION (CARRYOVER):</b>					
CMAQ	55.8	65.2	123.1	87.9	
STP	4.4	25.6	93.7	33.7	
Interstate Substitute	0.0	0.0	0.0	0.0	
FHWA Earmarks/FAUS	0.0	10.0	20.1	4.9	
<b>TOTAL PENDING OBLIGATION.....</b>	<b>60.2</b>	<b>100.8</b>	<b>236.9</b>	<b>126.5</b>	

FY 92 obligations represent 26 projects in 18 states.  
FY 93 obligations represent 155 projects in 38 states.  
FY 94 obligations represent 166 projects in 38 states.  
FY 95 obligations represent 234 projects in 39 states.

\* NOTE: Carryover includes current year recoveries/adjustments from prior year(s) obligations/transfers.

TABLE 47-1

Page 1 of 3 pages.

## FEDERAL TRANSIT ADMINISTRATION

**FY 1992 - FY 1995 FLEXIBLE FUND TRANSFERS BY CMAQ, STP, AND OTHER**

STATE	FY 1992				FY 1993			
	CMAQ	STP	OTHER	TOTAL	CMAQ	STP	OTHER	TOTAL
ALABAMA		\$501,476		\$501,476	\$1,535,000	\$2,792,000		\$4,327,000
ALASKA			248,388	248,388	1,966,982			1,966,982
ARKANSAS								
ARIZONA	5,700,000	600,000		6,300,000	6,449,580	1,386,682		7,836,262
CALIFORNIA	118,015	15,553,785		15,671,800	56,805,120	39,212,006		96,017,126
COLORADO						202,000		202,000
CONNECTICUT	17,959,990	61,832		18,021,822	668,010	9,573,830		10,241,840
WASH. D.C.	4,600,000			4,600,000	2,884,860			2,884,860
FLORIDA					4,455,808	600,000		5,055,808
GEORGIA		394,955		394,955		5,188,784		5,188,784
HAWAII						1,290,000		1,290,000
IDAHO					3,879,466			3,879,466
ILLINOIS	14,800,000			14,800,000	35,905,417	549,500		36,454,917
INDIANA					2,450,760			2,450,760
IOWA								
KENTUCKY					3,609,520	1,200,000		4,809,520
LOUISIANA						753,645		753,645
MAINE								
MARYLAND	3,300,000			3,300,000	5,690,000			5,690,000
MASSACHUSETTS	27,200,000			27,200,000	31,280,000	1,763,148		33,043,148
MICHIGAN					4,930,000	2,220,177		7,150,177
MINNESOTA					6,736,267	3,170,400		9,906,667
MISSOURI					320,000			320,000
MONTANA					840,800			840,800
NEBRASKA		400,000		400,000				
NEVADA								
NEW HAMPSHIRE								
NEW JERSEY	30,000,000	4,000,000		34,000,000	3,296,400	6,636,000		9,932,400
NEW MEXICO					998,187	400,000		1,398,187
NEW YORK	50,796,400		100,000,001	150,796,401	77,230,560	32,470,000		109,700,560
NORTH CAROLINA						160,000		160,000
OHIO	12,148,000	1,298,977		13,446,977	8,295,055	8,615,424		16,910,479
OKLAHOMA					800,000			800,000
OREGON					4,303,000	986,600		5,289,600
PENNSYLVANIA		400,000		400,000	2,016,400	1,112,000	16,910,109	20,038,509
RHODE ISLAND			1,395,568	1,395,568	1,200,000		3,356,430	4,556,430
TENNESSEE						1,000,000		1,000,000
TEXAS					7,384,013	132,000	3,537,600	11,053,613
UTAH					2,400,000			2,400,000
VERMONT		390,000		390,000	272,000	5,559,012		5,831,012
VIRGINIA	8,064,000			8,064,000	4,875,000	12,855,844		17,730,844
VIRGIN ISLANDS						6,104,197		6,104,197
WASHINGTON					14,156,796	1,032,300		15,189,096
WEST VIRGINIA					291,246			291,246
WISCONSIN	2,318,400	1,600,000		3,918,400	465,000			465,000
<b>TOTAL</b>	<b>\$177,004,805</b>	<b>\$25,201,025</b>	<b>\$101,643,957</b>	<b>\$303,849,787</b>	<b>\$298,391,247</b>	<b>\$146,965,549</b>	<b>\$23,804,139</b>	<b>\$469,160,935</b>

## FEDERAL TRANSIT ADMINISTRATION

## FY 1992 - FY 1995 FLEXIBLE FUND TRANSFERS BY CMAQ, STP, AND OTHER

STATE	FY 1994				FY 1995			
	CMAQ	STP	OTHER	TOTAL	CMAQ	STP	OTHER	TOTAL
ALABAMA	\$0	\$1,169,258		\$1,169,258		\$120,000		\$120,000
ALASKA	0	2,797,438		2,797,438	4,014,746	120,000		4,134,746
ARKANSAS	0	3,495,000		3,495,000				
ARIZONA	6,239,831	1,791,700		8,031,531	6,506,700	330,050		6,836,750
CALIFORNIA	91,690,781	68,069,980	2,032,800	161,793,561	60,360,945	72,841,873	2,833,600	136,036,418
COLORADO		986,000		986,000	900,000	610,000		1,510,000
CONNECTICUT	8,442,400	1,840,000		10,282,400		900,000		900,000
WASH. D.C.	12,901,000	4,520,000		17,421,000		26,748,000		26,748,000
FLORIDA	2,078,400	633,750		2,712,150	6,800,000			6,800,000
GEORGIA	1,187,200	110,000		1,297,200	2,883,200	1,229,600		4,112,800
HAWAII		2,385,000		2,385,000				
IDAHO	1,501,545			1,501,545	768,000			768,000
ILLINOIS	23,248,800	137,500		23,386,300	13,176,800	5,025,144		18,201,944
INDIANA	2,297,771			2,297,771	2,957,856			2,957,856
IOWA					1,029,850	155,400		1,185,250
KENTUCKY	664,000			664,000				
LOUISIANA		7,859,000		7,859,000		1,055,403		1,055,403
MAINE	3,892,800	1,254,683		5,147,483		200,000		200,000
MARYLAND	1,232,000			1,232,000	4,964,000			4,964,000
MASSACHUSETTS	29,066,951			29,066,951	38,040,127	35,800		38,075,927
MICHIGAN	10,851,400	1,724,171		12,575,571	15,620,238	1,562,327		17,182,565
MINNESOTA	2,400,000	878,400		3,278,400		1,402,639		1,402,639
MISSOURI	640,000			640,000				
MONTANA					320,346			320,346
NEBRASKA								
NEVADA					570,000			570,000
NEW HAMPSHIRE	1,090,432			1,090,432	453,140			453,140
NEW JERSEY	11,500,000	5,000,000	1,500,000	18,000,000	31,400,000			31,400,000
NEW MEXICO	2,100,000	107,200		2,207,200	3,271,000			3,271,000
NEW YORK	31,528,000	40,965,906	88,093,600	160,587,506	35,471,000	40,353,688	83,300,000	159,124,688
NORTH CAROLINA	344,000			344,000				
OHIO	7,270,931	7,757,540		15,028,471	39,827,748	9,971,178		49,798,926
OKLAHOMA	628,000			628,000	540,000			540,000
OREGON	4,217,075	11,100,320		15,317,395	55,400	13,604,357		13,659,757
PENNSYLVANIA	16,568,000	1,770,000	12,144,000	30,482,000	166,380,000	7,822,400	27,943,800	202,146,200
RHODE ISLAND			3,312,000	3,312,000	1,852,412		3,312,000	5,164,412
TENNESSEE		359,600		359,600	640,000	496,000		1,136,000
TEXAS	25,305,880	971,500	2,465,600	28,742,980	34,117,744	3,015,119		37,132,863
UTAH	90,000			90,000	1,749,029			1,749,029
VERMONT	545,960	1,353,620		1,899,580	1,967,360	2,258,800		4,226,160
VIRGINIA	5,891,400	9,032,280		14,923,680	339,000	7,820,000		8,159,000
VIRGIN ISLANDS		1,380,750		1,380,750				
WASHINGTON	8,114,200	1,207,448		9,321,648	4,551,095	914,020		5,465,115
WEST VIRGINIA								
WISCONSIN	3,428,000	2,520,000		5,948,000	2,617,042	1,710,000		4,327,042
<b>TOTAL</b>	<b>\$316,956,757</b>	<b>\$183,178,044</b>	<b>\$109,548,000</b>	<b>\$609,682,801</b>	<b>\$484,144,778</b>	<b>\$200,301,798</b>	<b>\$117,389,400</b>	<b>\$801,835,976</b>



## FEDERAL TRANSIT ADMINISTRATION

***FY 1992 - FY 1995 FLEXIBLE FUND TRANSFERS BY CMAQ, STP, AND OTHER***

STATE	CMAQ	STP	OTHER	NATIONAL TOTAL
ALABAMA	\$1,535,000	\$4,582,734		\$6,117,734
ALASKA	5,981,728	2,917,438	248,388	9,147,554
ARKANSAS	0	3,495,000		3,495,000
ARIZONA	24,896,111	4,108,432		29,004,543
CALIFORNIA	208,974,861	195,677,644	4,866,400	409,518,905
COLORADO	900,000	1,798,000		2,698,000
CONNECTICUT	27,070,400	12,375,662		39,446,062
WASH. D.C.	20,385,860	31,268,000		51,653,860
FLORIDA	13,334,208	1,233,750		14,567,958
GEORGIA	4,070,400	6,923,339		10,993,739
HAWAII		3,675,000		3,675,000
IDAHO	6,149,011			6,149,011
ILLINOIS	87,131,017	5,712,144		92,843,161
INDIANA	7,706,387			7,706,387
IOWA	1,029,850	155,400		1,185,250
KENTUCKY	4,273,520	1,200,000		5,473,520
LOUISIANA		9,668,048		9,668,048
MAINE	3,892,800	1,454,683		5,347,483
MARYLAND	15,186,000			15,186,000
MASSACHUSETTS	125,587,078	1,798,948		127,386,026
MICHIGAN	31,401,638	5,506,675		36,908,313
MINNESOTA	9,136,267	5,451,439		14,587,706
MISSOURI	960,000			960,000
MONTANA	1,161,146			1,161,146
NEBRASKA		400,000		400,000
NEVADA	570,000			570,000
NEW HAMPSHIRE	1,543,572			1,543,572
NEW JERSEY	76,196,400	15,636,000	1,500,000	93,332,400
NEW MEXICO	6,369,187	507,200		6,876,387
NEW YORK	195,025,960	113,789,594	271,393,601	580,209,155
NORTH CAROLINA	344,000	160,000		504,000
OHIO	67,541,734	27,643,119		95,184,853
OKLAHOMA	1,968,000			1,968,000
OREGON	8,575,475	25,691,277		34,266,752
PENNSYLVANIA	184,964,400	11,104,400	56,997,909	253,066,709
RHODE ISLAND	3,052,412		11,375,998	14,428,410
TENNESSEE	640,000	1,855,600		2,495,600
TEXAS	66,807,637	4,118,619	6,003,200	76,929,456
UTAH	4,239,029			4,239,029
VERMONT	2,785,320	9,561,432		12,346,752
VIRGINIA	19,169,400	29,708,124		48,877,524
VIRGIN ISLANDS		7,484,947		7,484,947
WASHINGTON	26,822,091	3,153,768		29,975,859
WEST VIRGINIA	291,246			291,246
WISCONSIN	8,828,442	5,830,000		14,658,442
<b>TOTAL</b>	<b>\$1,276,497,587</b>	<b>\$555,646,416</b>	<b>\$352,385,496</b>	<b>\$2,184,529,499</b>



## FEDERAL TRANSIT ADMINISTRATION

**FY 1992 - FY 1995 FLEXIBLE FUND OBLIGATIONS BY CMAQ, STP, AND OTHER**

STATE	FY 1992				FY 1993			
	CMAQ	STP	OTHER	TOTAL	CMAQ	STP	OTHER	TOTAL
ALABAMA		\$501,476		\$501,476	\$1,435,000	\$2,792,000		\$4,227,000
ALASKA			248,388	248,388	1,966,982			1,966,982
ARKANSAS								
ARIZONA		600,000		600,000	12,149,580	1,386,682		13,536,262
CALIFORNIA	12,569,000	731,000		13,300,000	41,445,567	33,936,935		75,382,502
COLORADO						140,000		140,000
CONNECTICUT	14,173,600	61,832		14,235,432	5,253,600			5,253,600
WASH. D.C.	4,600,000			4,600,000				0
FLORIDA					4,455,808			4,455,808
GEORGIA		394,955		394,955		5,188,784		5,188,784
HAWAII						1,290,000		1,290,000
IDAHO					3,897,466			3,897,466
ILLINOIS	10,900,000			10,900,000	39,805,017	539,500		40,344,517
INDIANA					1,368,000			1,368,000
IOWA							107,996	107,996
KENTUCKY					3,609,520			3,609,520
LOUISIANA						753,645		753,645
MAINE								0
MARYLAND		3,300,000		3,300,000	5,690,000			5,690,000
MASSACHUSETTS	24,000,000			24,000,000	9,637,120	1,763,148		11,400,268
MICHIGAN					1,986,000	1,102,337		3,088,337
MINNESOTA					4,336,267	3,170,400		7,506,667
MISSOURI					320,000			320,000
MONTANA					840,800			840,800
NEBRASKA		400,000		400,000				
NEVADA								
NEW HAMPSHIRE								
NEW JERSEY				0	30,000,000	4,000,000		34,000,000
NEW MEXICO					998,187	400,000		1,398,187
NEW YORK	36,650,000	12,150,000	100,000,001	148,800,001	78,026,960	32,470,000		110,496,960
NORTH CAROLINA						160,000		160,000
OHIO	12,148,000	298,977		12,446,977	7,994,055	8,520,024		16,514,079
OKLAHOMA					400,000			400,000
OREGON					4,303,000	965,000		5,268,000
PENNSYLVANIA		400,000		400,000	1,498,000	824,000	9,108,000	11,430,000
RHODE ISLAND			1,395,568	1,395,568	1,200,000		3,312,000	4,512,000
TENNESSEE						600,000		600,000
TEXAS					5,912,938	132,000	1,357,600	7,402,538
UTAH					2,400,000			2,400,000
VERMONT		390,000		390,000	152,000	5,530,209		5,682,209
VIRGINIA	6,144,000			6,144,000	1,240,000	12,855,844		14,095,844
VIRGIN ISLANDS						6,104,197		6,104,197
WASHINGTON					14,029,596	1,032,300		15,061,896
WEST VIRGINIA					291,246			291,246
WISCONSIN		1,600,000		1,600,000	2,318,400			2,318,400
<b>TOTAL</b>	<b>\$121,184,600</b>	<b>\$20,828,240</b>	<b>\$101,643,957</b>	<b>\$243,656,797</b>	<b>\$288,961,109</b>	<b>\$125,657,005</b>	<b>\$13,885,596</b>	<b>\$428,503,710</b>

## FEDERAL TRANSIT ADMINISTRATION

## FY 1992 - FY 1995 FLEXIBLE FUND OBLIGATIONS BY CMAQ, STP, AND OTHER

STATE	FY 1994				FY 1995			
	CMAQ	STP	OTHER	TOTAL	CMAQ	STP	OTHER	TOTAL
ALABAMA		\$764,300		\$764,300	\$100,000	\$524,958		\$624,958
ALASKA		2,797,438		2,797,438	3,014,746	120,000		3,134,746
ARKANSAS		3,495,000		3,495,000				
ARIZONA		1,791,700		1,791,700	12,746,531	2,000,350		14,746,881
CALIFORNIA	22,721,788	19,060,070	2,032,800	43,814,658	61,566,692	186,137,581		247,704,273
COLORADO		986,000		986,000	900,000	610,000		1,510,000
CONNECTICUT	8,442,400	8,894,628		17,337,028		2,620,002		2,620,002
WASH. D.C.	11,265,860	4,480,600		15,746,460		12,000,000		12,000,000
FLORIDA	2,078,400	0		2,078,400	6,800,000	1,233,750		8,033,750
GEORGIA	1,187,200	110,000		1,297,200	2,883,200	1,229,600		4,112,800
HAWAII				0		2,385,000		2,385,000
IDAHO	2,353,545			2,353,545	1,029,850	768,000		1,797,850
ILLINOIS	22,768,800	137,500		22,906,300	13,672,800	2,332,144		16,004,944
INDIANA	2,996,171			2,996,171	617,960			617,960
IOWA					1,029,850	155,400		1,185,250
KENTUCKY	344,000	1,200,000		1,544,000				
LOUISIANA	7,859,000			7,859,000		2,655,403		2,655,403
MAINE	860,000	653,112		1,513,112	716,212	800,000		1,516,212
MARYLAND	1,232,000			1,232,000	4,964,000			4,964,000
MASSACHUSETTS	52,018,480			52,018,480	36,980,141			36,980,141
MICHIGAN	8,710,600	2,531,563		11,242,163	13,264,546	1,601,527		14,866,073
MINNESOTA	4,800,000	878,400		5,678,400	1,874,639			1,874,639
MISSOURI								
MONTANA					320,346			320,346
NEBRASKA						15,076		15,076
NEVADA								0
NEW HAMPSHIRE	427,232			427,232	413,384			413,384
NEW JERSEY	10,300,000	3,261,000	1,500,000	15,061,000	27,500,000	5,000,000		32,500,000
NEW MEXICO	2,100,000	107,200		2,207,200	271,000			271,000
NEW YORK	36,321,600	38,358,556	88,093,600	162,773,756	77,259,888		83,300,000	160,559,888
NORTH CAROLINA				0				
OHIO	5,304,293	7,986,390		13,290,683	40,282,386	7,970,890		48,253,276
OKLAHOMA	400,000			400,000		628,000		628,000
OREGON	4,217,075	100,320		4,317,395	55,400	24,625,957		24,681,357
PENNSYLVANIA	16,568,000	1,738,000	6,348,000	24,654,000	165,580,000	7,522,936	41,541,109	214,644,045
RHODE ISLAND			1,356,428	1,356,428	1,852,412		3,312,000	5,164,412
TENNESSEE		759,600		759,600	640,000	176,000		816,000
TEXAS	14,021,013			14,021,013	5,706,042	3,337,500	4,545,600	13,589,142
UTAH	90,000			90,000	1,749,020			1,749,020
VERMONT	545,960	1,053,620		1,599,580	567,360	2,558,800		3,126,160
VIRGINIA	7,805,000	8,552,280		16,357,280	2,829,000	8,300,000		11,129,000
VIRGIN ISLANDS		1,380,750		1,380,750				
WASHINGTON	8,114,200	1,207,448		9,321,648	4,551,095	914,020		5,465,115
WEST VIRGINIA								
WISCONSIN	3,893,000	2,520,000		6,413,000	2,617,042	2,000,000		4,617,042
TOTAL	\$259,745,617	\$114,805,475	\$99,330,828	\$473,881,920	\$494,355,542	\$280,222,894	\$132,698,709	\$907,277,145

## FEDERAL TRANSIT ADMINISTRATION

**FY 1992 - FY 1995 FLEXIBLE FUND OBLIGATIONS BY CMAQ, STP, AND OTHER**

STATE	CMAQ	STP	OTHER	NATIONAL TOTAL
ALABAMA	\$1,535,000	\$4,582,734		\$6,117,734
ALASKA	4,981,728	2,917,438	248,388	8,147,554
ARKANSAS		3,495,000		3,495,000
ARIZONA	24,896,111	5,778,732		30,674,843
CALIFORNIA	138,303,047	239,865,586	2,032,800	380,201,433
COLORADO	900,000	1,736,000		2,636,000
CONNECTICUT	27,869,600	11,576,462		39,446,062
WASH. D.C.	15,865,860	16,480,600		32,346,460
FLORIDA	13,334,208	1,233,750		14,567,958
GEORGIA	4,070,400	6,923,339		10,993,739
HAWAII		3,675,000		3,675,000
IDAHO	7,280,861	768,000		8,048,861
ILLINOIS	87,146,617	3,009,144		90,155,761
INDIANA	4,982,131			4,982,131
IOWA	1,029,850	155,400	107,996	1,293,246
KENTUCKY	3,953,520	1,200,000		6,153,520
LOUISIANA	7,859,000	3,409,048		11,268,048
MAINE	1,576,212	1,463,112		3,029,324
MARYLAND	11,886,000	3,300,000		16,186,000
MASSACHUSETTS	122,635,741	1,763,148		124,398,889
MICHIGAN	23,961,146	5,235,427		29,196,673
MINNESOTA	11,010,906	4,048,800		15,059,706
MISSOURI	320,000			320,000
MONTANA	1,161,146			1,161,146
NEBRASKA		415,076		415,076
NEVADA				
NEW HAMPSHIRE	840,616			840,616
NEW JERSEY	67,800,000	12,261,000	1,500,000	81,661,000
NEW MEXICO	3,369,187	507,200		3,876,387
NEW YORK	228,258,448	82,978,556	271,393,601	582,630,605
NORTH CAROLINA		160,000		160,000
OHIO	65,728,734	24,776,281		90,505,015
OKLAHOMA	800,000	628,000		1,428,000
OREGON	8,675,476	26,691,277		34,266,762
PENNSYLVANIA	183,646,000	10,484,936	56,997,109	251,128,045
RHODE ISLAND	3,052,412		9,375,996	12,428,408
TENNESSEE	640,000	1,535,500		2,175,600
TEXAS	26,639,993	3,469,500	6,903,200	36,012,693
UTAH	4,239,020			4,239,020
VERMONT	1,265,320	9,632,629		10,797,949
VIRGINIA	18,018,000	29,708,124		47,726,124
VIRGIN ISLANDS	0	7,484,947		7,484,947
WASHINGTON	26,694,891	3,163,768		29,848,659
WEST VIRGINIA	291,246			291,246
WISCONSIN	8,828,442	6,120,000		14,948,442
<b>TOTAL</b>	<b>\$1,164,246,868</b>	<b>\$541,613,614</b>	<b>\$347,669,090</b>	<b>\$2,063,319,572</b>

TABLE 47-3

## FEDERAL TRANSIT ADMINISTRATION

## FY 1992 - FY 1995 FLEXIBLE FUND TRANSFERS TO FTA BY STATE

STATE	FY 1992	FY 1993	FY 1994	FY 1995	CUMULATIVE
ALABAMA	\$501,476	\$4,327,000	\$1,169,258	\$120,000	\$6,117,734
ALASKA	248,388	1,966,982	2,797,438	4,134,748	9,147,554
ARKANSAS			3,495,000		3,495,000
ARIZONA	6,300,000	7,836,262	8,031,531	6,836,750	29,004,543
CALIFORNIA	15,671,800	96,017,126	161,793,561	136,036,418	409,518,905
COLORADO		202,000	986,000	1,510,000	2,698,000
CONNECTICUT	18,021,822	10,241,840	10,282,400	900,000	39,446,062
WASH. D.C.	4,600,000	2,884,860	17,421,000	26,748,000	51,653,860
FLORIDA		5,055,808	2,712,150	6,800,000	14,567,958
GEORGIA	394,955	5,188,784	1,297,200	4,112,800	10,993,739
HAWAII		1,290,000	2,385,000		3,675,000
IDAHO		3,879,466	1,501,545	768,000	6,149,011
ILLINOIS	14,800,000	36,454,917	23,386,300	18,201,944	92,843,161
INDIANA		2,450,760	2,297,771	2,957,856	7,706,387
IOWA				1,185,250	1,185,250
KENTUCKY		4,809,520	664,000		5,473,520
LOUISIANA		753,645	7,859,000	1,055,403	9,668,048
MAINE			5,147,483	200,000	5,347,483
MARYLAND	3,300,000	5,690,000	1,232,000	4,964,000	15,186,000
MASSACHUSETTS	27,200,000	33,043,148	29,066,951	38,075,927	127,386,026
MICHIGAN		7,150,177	12,575,571	17,182,565	36,908,313
MINNESOTA		9,906,667	3,278,400	1,402,639	14,587,706
MISSOURI		320,000	640,000		960,000
MONTANA		840,800		320,346	1,161,146
NEBRASKA	400,000				400,000
NEVADA				570,000	570,000
NEW HAMPSHIRE			1,090,432	453,140	1,543,572
NEW JERSEY	34,000,000	9,932,400	18,000,000	31,400,000	93,332,400
NEW MEXICO		1,398,187	2,207,200	3,271,000	6,876,387
NEW YORK	150,796,401	109,700,560	160,587,506	159,124,688	580,209,155
NORTH CAROLINA		160,000	344,000		504,000
OHIO	13,446,977	16,910,479	15,028,471	49,798,926	95,184,853
OKLAHOMA		800,000	628,000	540,000	1,968,000
OREGON		5,289,600	15,317,395	13,659,757	34,266,752
PENNSYLVANIA	400,000	20,038,509	30,482,000	202,146,200	253,066,709
RHODE ISLAND	1,395,568	4,556,430	3,312,000	5,164,412	14,428,410
TENNESSEE		1,000,000	359,600	1,136,000	2,495,600
TEXAS		11,053,613	28,742,980	37,132,863	76,929,456
UTAH		2,400,000	90,000	1,749,029	4,239,029
VERMONT	390,000	5,831,012	1,899,580	4,226,160	12,346,752
VIRGINIA	8,064,000	17,730,844	14,923,680	8,159,000	48,877,524
VIRGIN ISLANDS		6,104,197	1,380,750		7,484,947
WASHINGTON		15,189,096	9,321,648	5,485,115	29,975,859
WEST VIRGINIA		291,246			291,246
WISCONSIN	3,918,400	465,000	5,948,000	4,327,042	14,658,442
TOTAL	\$303,849,787	\$469,160,935	\$609,682,801	\$801,835,976	\$2,184,529,499



TABLE 48

TRANSFERS FROM THE URBANIZED AREA FORMULA PROGRAM TO THE NON-URBANIZED AREA FORMULA PROGRAM  
FISCAL YEARS 1984 - 1995

(IN REGIONAL ORDER)

STATE	FY 1984-86	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993	FY 1994	FY 1995	TOTAL \$ TRANSFER
CONNECTICUT	0	0	0	0	0	27,000	0	0	144,175	319,553	490,728
MAINE	116,214	168,000	85,900	0	0	0	0	0	3,840	3,840	377,794
MASSACHUSETTS	500,000	0	0	0	0	0	0	334,285	0	0	834,285
NEW HAMPSHIRE	348,597	77,072	90,000	140,655	159,314	287,227	0	92,829	183,377	108,403	1,487,474
NEW YORK	228,000	0	245,000	819,000	341,000	0	0	791,702	0	485,740	2,910,442
MARYLAND	0	0	0	0	0	87,137	0	0	0	34,650	121,787
PENNSYLVANIA	0	0	500,000	0	0	0	0	84,000	28,000	0	612,000
VIRGINIA	784,000	0	0	0	0	0	0	0	0	0	784,000
WEST VIRGINIA	70,400	0	0	0	0	0	0	0	0	0	70,400
ALABAMA	5,317,332	3,368,976	4,270,805	2,000,000	2,000,000	850,000	1,500,000	500,000	0	2,100,000	21,907,113
FLORIDA	3,186,670	736,507	2,113,280	750,000	729,000	1,125,000	1,000,000	1,000,000	1,000,000	1,500,000	13,140,457
GEORGIA	272,312	0	0	0	0	0	0	0	0	0	272,312
KENTUCKY	68,157	0	0	0	0	0	0	0	0	575,635	643,792
MISSISSIPPI	1,127,000	1,300,000	0	1,128,456	0	325,000	200,000	0	0	0	4,080,456
NORTH CAROLINA	930,210	181,500	1,500,000	1,500,000	0	0	1,577,053	1,737,331	4,913,401	3,791,475	16,130,970
PUERTO RICO	6,000,000	0	0	0	75,096	0	0	0	0	0	6,075,096
SOUTH CAROLINA	5,831,773	1,402,781	1,155,537	145,016	244,261	411,762	309,736	235,119	0	0	9,735,985
TENNESSEE	750,096	0	0	0	0	0	191,440	0	363,599	1,632,000	2,573,536
ILLINOIS	500,000	0	0	520,523	0	0	0	0	0	381,075	1,765,197
INDIANA	0	90,105	0	0	0	0	0	0	0	0	90,105
MICHIGAN	1,425,353	638,390	0	0	0	0	0	0	652,576	0	2,716,319
MINNESOTA	427,045	52,223	0	31,764	26,716	0	20,987	21,328	19,368	30,509	629,940
OHIO	4,021,955	322,632	0	0	0	0	0	0	0	0	4,344,587
WISCONSIN	188,088	370,000	201,343	130,419	0	0	868,600	1,712,500	325,997	172,081	3,969,028
ARKANSAS	2,081,224	0	385,030	0	0	0	300,000	1,975	83,555	231,550	3,083,334
LOUISIANA	2,000,000	0	0	0	0	0	0	0	0	0	2,000,000
NEW MEXICO	50,000	213,627	0	0	0	0	0	0	0	0	263,627
OKLAHOMA	0	0	372,573	100,199	935,645	200,679	706,675	592,371	1,360,136	748,489	5,016,767
TEXAS	12,000,000	5,500,000	6,139,029	0	8,080,720	9,117,458	7,895,770	0	0	150,000	48,882,977
IOWA	239,926	300,000	300,000	366,342	300,000	300,000	267,000	84,840	0	0	2,158,108
KANSAS	21,726	500,000	533,570	0	400,000	0	0	0	0	20,814	1,476,110
MISSOURI	374,000	442,451	226,473	248,380	122,414	308,199	21,312	271,535	365,967	521,816	2,014,764
ARIZONA	0	0	0	0	368,352	0	337,821	342,993	0	0	1,936,949
COLORADO	613,280	562,897	839,237	548,832	327,380	4,621	17,500	0	0	0	2,913,747
NORTH DAKOTA	329,470	326,558	224,061	191,950	147,461	64,061	21,035	62,645	0	21,132	1,388,373
SOUTH DAKOTA	234,000	193,880	329,953	206,637	107,755	42,765	0	0	0	202,162	1,317,152
WYOMING	169,720	849,660	865,622	969,212	803,529	0	630,000	0	0	215,000	4,502,743
ALASKA	0	0	0	0	0	0	58,783	0	0	0	58,783
IDAHO	579,272	155,000	0	50,000	25,186	66,567	124,387	130,000	71,842	271,295	1,473,549
OREGON	0	0	55,000	7,122	6,634	7,079	9,670	8,277	11,842	12,220	117,844
WASHINGTON	4,000	320,000	0	0	0	0	0	0	0	0	324,000
GRAND TOTAL	50,789,820	18,072,259	20,432,413	9,854,507	15,200,463	13,224,555	16,057,769	8,003,730	9,527,675	13,529,439	174,692,630

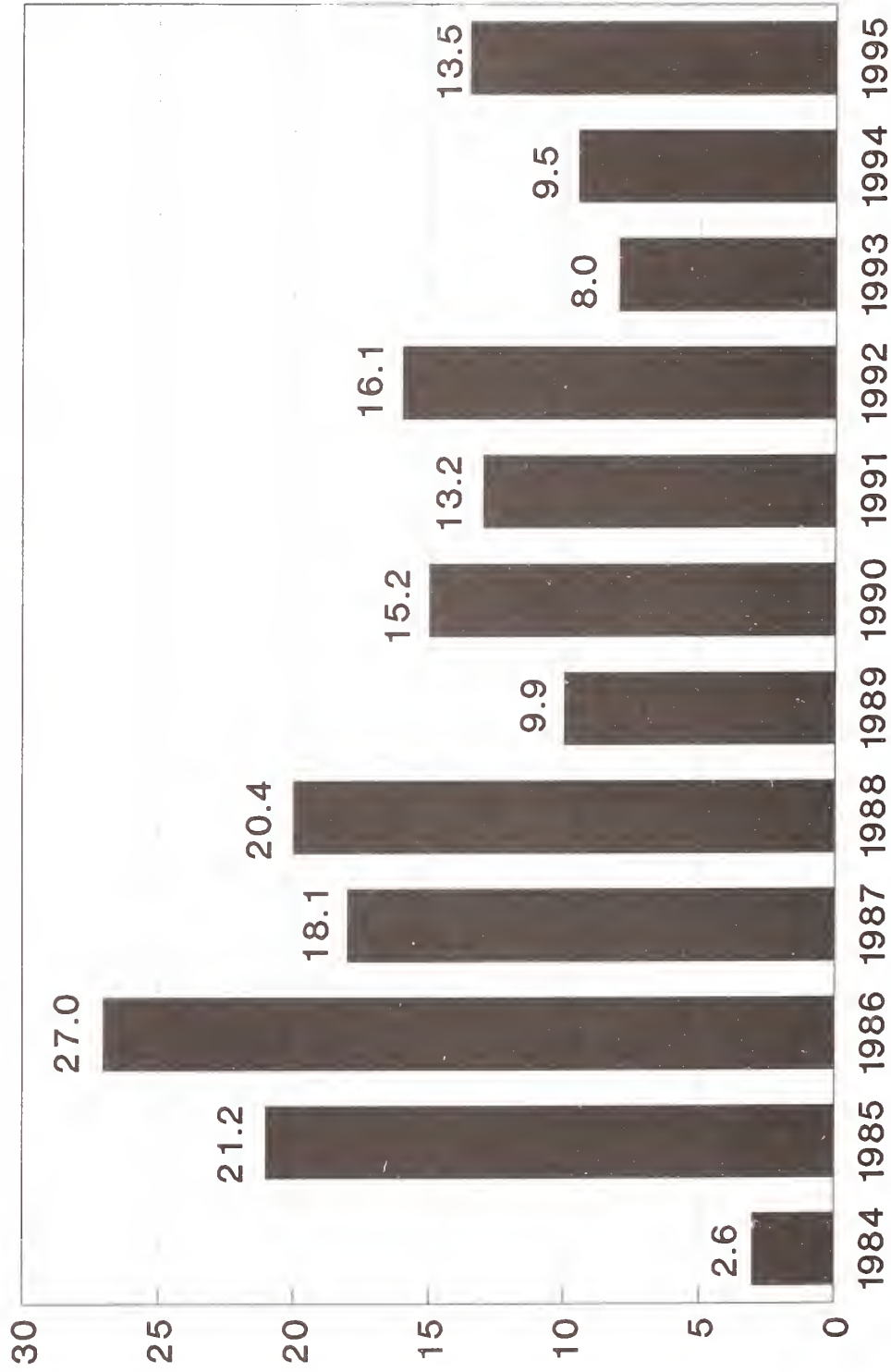


**TRANSFER OF FUNDS**  
**Urbanized Area Formula to Non-urbanized Area Formula**

Figure 48

FISCAL YEARS 1984 - 1995

\$ MILLIONS



FISCAL YEAR

TABLE 49

FUNDS TRANSFERRED FROM THE NON-URBANIZED FORMULA PROGRAM TO THE URBANIZED FORMULA PROGRAM  
FISCAL YEARS 1986 - 1995

STATE	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993	FY 1994	FY 1995	TOTAL
RHODE ISLAND *	62,873	108,481	89,474	221,955	19,020	28,030	0	133,160	0	0	662,993
NORTH CAROLINA	0	0	0	0	0	0	1,577,053	1,737,331	2,537,326	5,767,190	11,618,900
TENNESSEE	0	0	0	0	0	0	0	0	0	700,000	700,000
WISCONSIN	188,088	0	0	0	0	0	0	0	0	0	188,088
NEW MEXICO	0	0	0	0	0	200,000	0	0	0	0	200,000
TEXAS	0	0	0	0	0	0	0	325,712	0	0	325,712
IOWA	88,426	200,000	200,000	244,228	240,000	240,000	293,600	0	0	0	1,506,254
KANSAS	0	0	0	0	0	0	0	0	0	20,814	20,814
OREGON	0	438,206	160,000	0	0	0	0	0	0	0	598,206
TOTAL	339,387	746,687	449,474	466,183	259,020	468,030	1,870,653	2,196,203	2,537,326	6,488,004	15,820,967

\* RHODE ISLAND TRANSFER IN FY 1986 WAS A DEOBLIGATION.

**VEHICLES APPROVED FOR FTA FUNDING  
ELDERLY PERSONS AND PERSONS WITH DISABILITIES  
FISCAL YEARS 1988- 1995  
VEHICLES WITH LIFTS**

TOTAL

TABLE 51  
NON-URBANIZED AREA FORMULA PROGRAM OBLIGATIONS FOR VEHICLES  
FISCAL YEARS 1989 - 1995

STATE	STANDARD BUSES					SMALL BUSES					VANS					STATION WAGONS/SEDANS					TOTAL VEHICLE									
	1989	1990	1991	1992	1993	1994	1995	1989	1990	1991	1992	1993	1994	1995	1989	1990	1991	1992	1993	1994		1995								
ALASKA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	
ALABAMA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	2	0	0	0	0	35	55	0	0	0	0	0	0	129	
AMERICAN SAMO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3	
ARIZONA	0	0	0	0	0	0	0	0	3	0	5	2	0	7	3	3	0	7	2	2	0	2	0	0	0	0	0	0	0	38
ARKANSAS	0	0	0	0	0	0	0	0	0	2	4	6	1	3	1	0	0	6	2	0	1	9	6	0	0	0	0	0	0	35
CALIFORNIA	1	1	6	4	7	3	10	13	13	10	19	29	63	33	6	41	10	6	3	3	11	0	6	6	2	0	0	0	0	306
COLORADO	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
CONNECTICUT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	
DELAWARE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
FLORIDA	0	0	0	0	0	0	0	5	12	8	19	10	12	18	19	28	12	34	18	0	23	0	0	0	2	6	0	0	0	230
GEORGIA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	25	42	79	86	67	34	0	0	0	0	0	0	0	0	355
HAWAII	0	1	0	2	29	3	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	59	
IDAHO	0	0	0	0	0	0	0	0	1	2	3	14	7	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	45
ILLINOIS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
INDIANA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
IOWA	1	1	1	0	0	0	0	14	10	10	0	6	3	4	3	2	0	0	0	0	10	0	0	1	0	0	0	0	3	46
KANSAS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	4	0	43	2	0	2	0	0	0	0	0	0	0	0	114
KENTUCKY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1	20	20	5	5	0	0	0	0	0	0	82
LOUISIANA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	5	7	0	0	0	0	0	0	0	0	19
MAINE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	6	11	0	0	0	0	0	0	0	0	16
MARYLAND	0	0	0	0	0	0	0	5	8	13	8	0	0	1	5	3	13	6	0	0	0	2	0	0	0	0	0	0	0	8
MASSACHUSETTS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	82
MICHIGAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
MINNESOTA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30
MISSISSIPPI	0	7	0	0	0	0	0	13	0	0	0	0	0	0	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	61
MISSOURI	0	0	0	0	0	0	0	2	0	0	0	0	0	0	10	0	0	0	5	0	0	0	0	0	0	0	0	0	0	30
MONTANA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
NEBRASKA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3
NEVADA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	18	0	0	0	0	0	0	0	0	23
NEW HAMPSHIRE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
NEW JERSEY	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37
NEW MEXICO	0	0	1	0	0	0	0	1	1	0	0	0	4	3	3	3	0	2	0	0	6	1	1	0	0	0	0	0	0	6
NEW YORK	3	5	2	4	0	1	4	3	20	10	25	19	42	34	0	66	5	62	87	0	116	0	0	0	0	0	0	0	0	172
NORTH CAROLIN	0	0	0	2	0	0	6	11	3	1	4	17	0	24	32	2	2	0	1	0	0	0	0	0	0	0	0	0	0	436
NORTH DAKOTA	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
NORTH DAKOTA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
NO. MARIANAS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	328
OHIO	0	0	0	3	0	0	0	22	2	0	3	0	0	2	26	37	0	49	33	31	59	10	12	0	19	7	7	4	0	13
OKLAHOMA	0	0	0	0	0	0	0	14	4	4	5	3	11	2	8	1	11	23	17	31	4	0	0	0	0	1	0	0	0	136
OREGON	0	4	0	0	4	0	5	0	3	0	13	2	0	13	0	2	0	4	3	0	15	0	0	0	0	0	0	0	0	68
PENNSYLVANIA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PUERTO RICO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
PUERTO RICO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
RHODE ISLAND	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
RHODE ISLAND	0	0	0	2	2	1	1	0	0	1	2	0	0	0	0	0	7	2	0	12	10	0	0	0	0	1	2	0	0	44
SOUTH CAROLINA	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
SOUTH CAROLINA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47	0	54	27	35	54	0	0	0	0	0	0	0	0	217
SOUTH DAKOTA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	23	0	6	11	0	0	0	0	0	0	0	0	94
TENNESSEE	0	0	0	0	0	0	0	0	0	2	2	1	8	8	3	0	30	0	0	0	0	0	0	0	0	0	0	0	0	18
TEXAS	0	0	0	0	0	0	0	2	2	1	0	0	3	1	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	18
UTAH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46
VERMONT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VIRGIN ISLANDS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	8	2	0	0	0	0	0	0	0	0	0	0
VIRGINIA	0	1	0	7	10	0	0	0	0	0	0	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	17
WASHINGTON	0	0	1	3	2	3	0	0	2	4	8	4	18	6	19	20	6	6	17	27	0	0	0	0	0	0	0	0	0	121
WASHINGTON	0	0	1	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	68
WEST VIRGINIA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	2	3	1	0	0	0	0	0	0	0	0	17
WISCONSIN	0	0	0																											

PLEASE NOTE THAT INTERCITY/COMMUTER BUSES ARE INCLUDED IN THE STANDARD BUS CATEGORY

TABLE 52  
OBLIGATIONS FOR VEHICLES  
FISCAL YEARS 1965 - FY 1995

BY PROGRAM										BY VEHICLE TYPE									
FY	TOTAL VEHICLES		CAPITAL (FORMERLY SECTION 3)		URBAN. AREA FORMULA (FORMERLY SECTION 9)				Interstate Substitute	40'-35' Stand.	30' or Less	Vans	Articu- lated	Trolley Style	Intercity Commuter				
					Sec.5	Sec.9A	FAUS												
65	358	358			0	0	0	0	0	266	92	0	0	0	0				
66	1,110	1,110			0	0	0	0	0	951	159	0	0	0	0				
67	311	311			0	0	0	0	0	216	95	0	0	0	0				
68	637	637			0	0	0	0	0	525	112	0	0	0	0				
69	501	501			0	0	0	0	0	416	85	0	0	0	0				
70	1,487	1,487			0	0	0	0	0	1,435	52	0	0	0	0				
71	2,521	2,521			0	0	0	0	0	2,296	225	0	0	0	0				
72	3,502	3,502			0	0	0	0	0	3,235	267	0	0	0	0				
73	4,072	4,072			0	0	0	0	0	3,599	473	0	0	0	0				
74	5,816	5,378	0	0	0	0	438	0	0	5,026	634	6	150	0	0				
75	4,426	4,307	99	0	0	0	0	0	0	3,755	586	25	60	0	0				
76	3,318	2,867	391	0	0	0	60	0	0	2,926	181	73	138	0	0				
TQ	359	312	47	0	0	0	0	0	0	264	81	14	4	0	0				
77	3,798	3,200	472	0	0	0	126	0	0	3,264	410	74	50	0	0				
78	3,992	3,620	331	0	0	0	41	0	0	3,408	423	141	20	0	0				
79	2,939	1,020	1,611	0	0	0	99	209	0	2,168	399	323	49	0	0				
80	4,223	1,773	2,191	0	0	0	78	181	0	3,230	492	236	265	0	0				
81	4,611	2,790	1,647	0	0	0	45	129	0	3,406	399	290	516	0	0				
82	3,250	1,912	1,290	0	0	0	11	37	0	2,490	500	63	197	0	0				
83	2,863	1,714	575	559	0	0	12	3	0	2,131	254	248	230	0	0				
84	2,478	174	588	292	1,371	17	36	36	0	1,609	437	343	89	0	0				
85	3,051	83	449	134	2,302	10	73	73	0	2,139	485	306	97	24	0				
86	3,666	245	338	269	2,788	4	22	22	0	2,561	594	426	11	74	0				
87	3,641	236	0	0	3,282	49	74	74	0	2,673	395	439	76	58	0				
88	3,410	373	0	0	2,997	19	21	21	0	1,976	697	565	114	58	0				
89	3,343	411	0	0	2,911	0	21	21	0	2,206	434	591	37	75	0				
90	3,685	1,078	0	0	2,540	26	41	41	0	2,236	663	718	52	16	0				
91	3,602	1,426	0	0	2,069	35	72	72	0	1,648	767	1,047	34	20	86				
92	3,062	801	0	0	2,218	3	40	40	0	1,728	573	705	5	11	40				
93	5,239	1,167	0	0	3,996	0	76	76	0	2,628	1,173	1,114	145	94	85				
94	5,545	1,490	0	0	4,039	0	16	16	0	3,138	960	1,333	38	29	47				
95	6,357	1,532	0	0	4,825	0	0	0	0	3,257	1,393	1,484	97	36	90				
Total	101,173	52,408	10,029	1,254	35,338	1,093	1,051	1,051		72,806	14,490	10,564	2,470	495	348				

- (1) MEDIUM SIZED BUSES ARE INCLUDED IN SMALL BUSES.  
(2) PRIOR TO 1985 TROLLEY STYLE BUSES WERE INCLUDED WITH STANDARD BUSES.  
(3) INTERCITY COMMUTER BUS CATEGORY WAS ADDED IN FY 1991.  
(4) IN FY 1992 SECTION 3 SMALL BUSES INCLUDE 8 SCHOOL BUSES.  
(5) INCLUDED IN FY 1992 ARE 57 STANDARD AND 44 SMALL BUSES WHICH WERE BUDGETED IN THE MULTI-YEAR FUNDING AGREEMENT AWARDED TO READING, PA AND PARTIALLY OBLIGATED IN FY 1992.  
(6) STATIONS WAGONS AND SEDANS ARE INCLUDED WITH VANS.



# OBLIGATIONS FOR VEHICLES

FISCAL YEARS 1975 - 1995

NUMBER OF VEHICLES

Figure 52

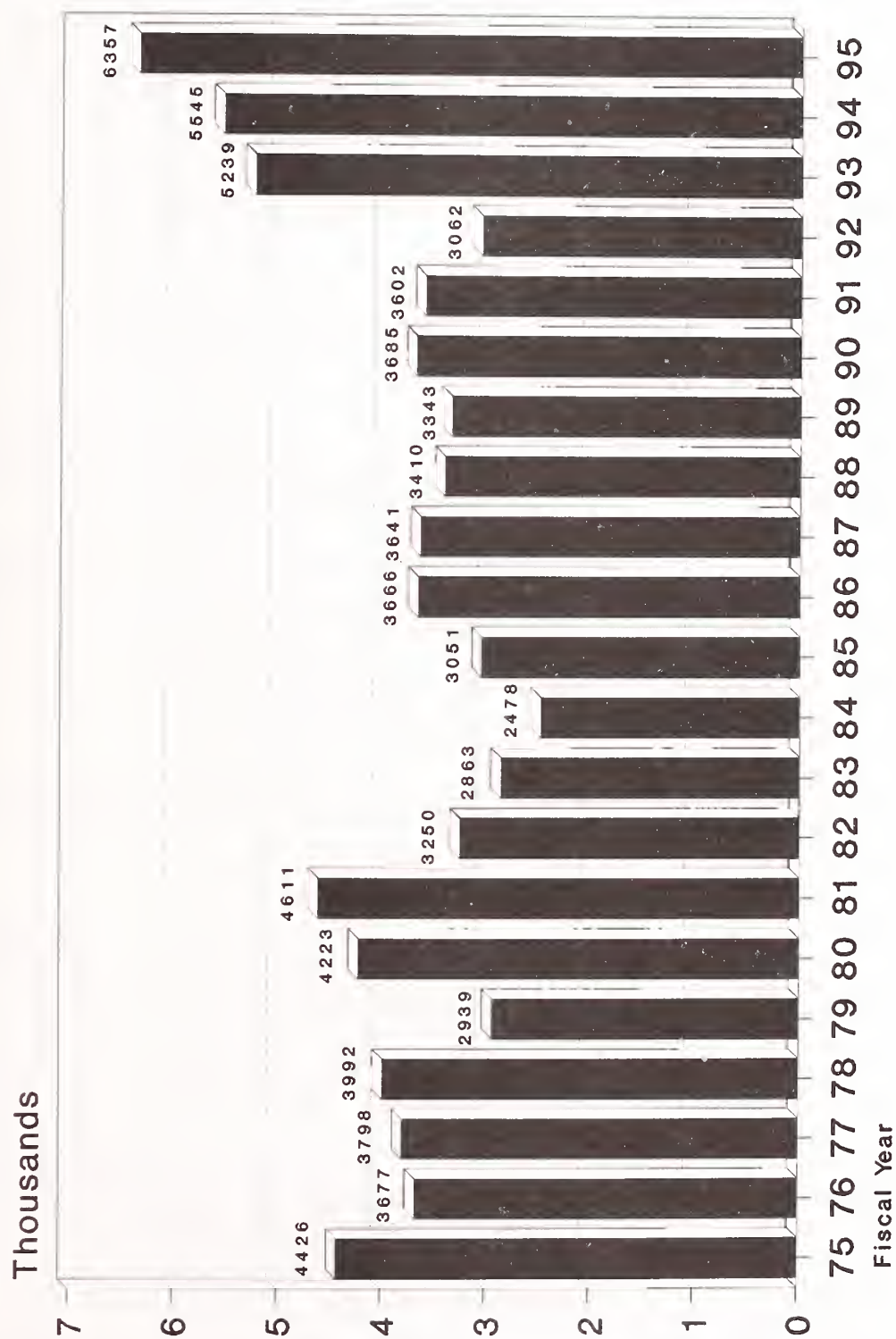


TABLE 53

## NEW RAIL CARS BY TYPE AND BY FISCAL YEAR FUNDING

FY	RAPID TRANSIT	LIGHT RAIL	COMMUTER ELECTRIC	COMMUTER DIESEL	DIESEL/ELEC. LOCO	PEOPLE MOVER	TOTAL
65	64	0	0	0	0	0	64
66	400	0	0	0	0	0	400
67	0	0	35	0	0	0	35
68	226	0	144	0	0	0	370
69	260	0	123	0	0	0	383
70	0	0	309	0	0	0	309
71	0	80	237	0	0	0	317
72	420	0	64	25	0	0	509
73	650	150	15	36	13	0	864
74	200	45	170	5	2	0	422
75	140	0	160	20	0	0	320
76	0	0	58	50	22	0	130
TQ	71	0	0	0	8	0	79
77	320	48	50	2	9	0	429
78	125	141	0	90	23	0	379
79	326	0	0	91	19	0	436
80	16	26	36	0	0	0	78
81	204	26	0	80	7	0	317
82	414	55	8	48	24	0	549
83	50	26	0	15	0	0	91
84	103	0	0	0	22	0	125
85	76	0	0	0	0	0	76
86	135	0	0	37	6	0	178
87	0	26	0	0	7	0	33
88	138	2	0	0	0	0	140
89	157	31	90	15	6	15	314
90	61	0	22	30	3	0	116
91	0	24	0	10	0	2	36
92	0	14	0	0	0	0	14
93	0	48	0	18	18	0	84
94	0	9	0	0	0	6	15
95	271	10	0	52	11	0	344
TOTAL	4,827	761	1,521	624	200	23	7,956

PLEASE NOTE THAT THE 9 LIGHT RAIL VEHICLES IN FY 1994 INCLUDE 4 ELECTRIC TROLLEY BUSES.  
THERE ARE ALSO 4 ELECTRIC TROLLEY BUSES INCLUDED IN FY 1995 LIGHT RAIL VEHICLE TOTAL.

**TABLE 54**  
**OBLIGATIONS FOR FERRY BOATS AND RELATED EXPENDITURES**  
**FY 1984 - FY 1995**

GRANTEE	PURPOSE	FISCAL YEAR	FUNDING SOURCE	\$ AMOUNT
BRIDGEPORT, CT	FERRY TERMINAL AND PARKING FACILITY IMPROVEMENTS	1988	SECTION 9	152,000
PORTLAND, ME	CONSTRUCT FERRY TERMINAL	1984	5	526,896
	PURCHASE FERRY BOAT	1984	9A	25,000
		1984	9	2,120,501
	CONSTRUCT FERRY TERMINAL	1985	3	378,884
		1985	9	114,108
PENOBSCOT BAY, ME	PURCHASE FERRY BOAT	1984	3	1,207,500
	PARTIAL PURCHASE OF FERRY BOAT	1985	9	88,000
	PARTIAL PURCHASE OF FERRY BOAT	1986	3	274,998
	ADD'L FUNDS FOR CONSTRUCT OF FERRY VESSEL	1992	3	533,336
CASCOT BAY, ME	BUY EQUIPMENT FOR NEW TERMINAL	1987	9	92,632
	PURCHASE AND CONSTRUCT FERRY BOAT AND FERRY BOAT MOD	1991	3	909,999
	PURCHASE ONE FERRY BOAT	1991	9	58,800
	REHAB 3 FERRY BOATS AND RENOVA TE FERRY TERMINAL	1994	9	137,744
MAINE (DOT)	PURCHASE ONE FERRY BOAT	1988	3	900,000
	PIER MODIFICATIONS	1989	3	399,999
		1989	9	92,400
	PURCHASE FERRY BOAT	1990	3	999,999
RHODE ISLAND DOT	REHAB GALILEE FERRY TERM. NARRAGANSETT	1993	9	317,384
BOSTON MBTA	LEASE FERRY BOAT FOR SERVICE BETWEEN NANTASKET AND BOSTON	1991	3	159,999
NEW YORK DOT	OPERATING FOR STATEN ISLAND FERRY SYSTEM	1993	9	2,106,179
	DESIGN AND ENGINEERING FOR FERRY TERMINAL	1995	CAPITAL	250,000
CAMDEN, NJ	DESIGN/CONSTRUCT WATERFRONT AREA TRANSIT COMPLEX	1989	3	7,707,000
PUB. W., ST. THOMAS, VI	RENOVATE CRUZ BAY DERRY DOCK AT ST. JOHN	1993	18	1,000,000
TIDEWATER TRANSPORTATION DISTRICT COMMISSION NORFOLK, VA	2 PEDESTRIAN BOATS	1984	9	580,000
	PARTIAL FUNDING OF 2 PEDESTRIAN BOATS	1988	9	145,600
	PURCHASE PEDESTRIAN FERRY BOAT	1989	9	440,000
	ADD'L FUNDS FOR CONSTRUCT. OF TERMINAL AND VESSEL			288,000
	REPLACE 4 FERRY BOAT ENGINES	1990	3	340,500
	CONVERT FERRY BOAT TO NATURAL GAS FUEL	1994	9	400,000
PUERTO RICO PORTS AUTH. AND DEPT. OF TRANSPORT. AND PUBLIC WORKS	TERMINAL CONSTRUCTION AND UTILITY RELOCATION	1985	9	6,427,200
	TERMINAL CONSTRUCTION AND UTILITY RELOCATION	1986	9	3,732,848
	CONSTRUCT TERMINAL AND VESSEL	1987	9	2,600,000
	PURCH FERRY BOAT AND IMPROVEMENTS AT LAGOS DOS BOCAS	1987	18	1,240,000
	ADD'L FUNDS FOR CONSTRUCT. OF TERMINAL AND VESSEL	1988	9	4,260,000
	RECONSTRUCT CATANO AND SAN JUAN TERMINALS	1989	9	1,134,400
	PURCHASE FERRY BOAT	1989	18	835,310
	CONSTRUCT FERRY MAINTENANCE FACILITY	1991	9	2,023,200
	CONSTRUCT. OF HATA REY INTERMODAL TERMINAL, PARTIAL CONSTRUCT.	1990	9	2,808,000
	ISLA GRANDE MAINTENANCE FACILITY			
	ADD'L FUNDS FOR CONSTRUCT. OF FERRY BOAT MAINTENANCE FACILITY	1992	9	2,547,200
	PURCHASE OF FERRY BOAT	1992	18	1,000,000
	EXPAND AND REMODEL SAN JUAN FERRY TERMINAL	1993	9	2,240,000
MISSISSIPPI RIVER BRIDGE AUTHORITY (NEW ORLEANS) CRESCENT CITY CONNECTION	VESSEL MODIFICATION AND GENERAL IMPROVEMENTS	1984	5	2,642,036
	VESSEL IMPROVEMENTS	1985	9	773,700
	INSTALL ALARM SYSTEMS	1988	9	2,474,628
	OPERATION AND MAINTENANCE 1987 - \$745; 1988 - \$745; 1989 - \$678 1990 - \$672; 1991- \$672; 1992- \$893 1994 - \$860	VAR.	9	5,065,188
	REHAB FERRY SUPPORT TUGBOAT FOR CRESCENT CITY CONNECTION	1993	9	160,000
	PRELIMINARY DESIGN-FERRY BOAT ALTERNATIVE FUELS	1994	9	160,000
GOLDEN GATE BRIDGE HIGHWAY AND TRANSIT DISTRICT (SAN FRANCISCO)	FERRY DIESEL CONVERSION AND VESSEL IMPROVEMENT	1984	9	2,515,400
	VESSEL IMPROVEMENTS	1985	9	787,200
	FERRY AND VESSEL IMPROVEMENTS	1988	9	473,000
	OPERATION AND MAINTENANCE	1987	9	64,000
	RADAR AND PUBLIC ADDRESS EQUIPMENT	1986	9	135,200
	REFURBISH FERRY BOAT	1989	9	484,800
	REPLACE AND BUY ADD'L TICKET VENDING MACHINES	1992	FAUS	256,000
	DOCK IMPROVEMENTS AND OPERATING AT SAUSALITO FERRY TERMINAL	1994	9	2,829,734
	REPLACE FERRY TERMINAL FACILITIES	1995	URB. FORM.	664,000
CITY OF VALLEJO	ENGINEERING AND DESIGN OF INTERMODAL FERRY TERMINAL IN VALLEJO	1995	URB. FORM.	533,333
	PURCHASE 1 FERRY BOAT AND UPGRADE FERRY TERMINALS	1995	CAPITAL	8,000,000
SEATTLE-TACOMA WASHINGTON (WASH DOT MARINE DIV.)	PURCHASE FERRY BOAT	1988	9	2,904,775
		1987	9	4,373,596
	LAND ACQUIST. FOR BREMERTON FERRYTERMINAL FERRY, TERM. EXPANSION			
	CONSTRUCT PHASE II OVERHEAD LOADING AT KINGSTON TERMINAL			
	PARTIAL PURCHASE OF PASSENGER ONLY FERRY	1987	9	120,932
	FERRY TERMINAL EXPANSION, REFURBISH FERRY VESSEL	1988	9	8,053,155
	LAND ACQUISITION, CONTROL SYSTEM REPLACEMENT			
	CONSTRUCT PASSENGER -ONLY FLOAT AT SEATTLE FERRY TERM.	1990	9	1,200,000
	CONSTRUCT PEDESTRIAN FACILITY AT KINGSTON FERRY TERMINAL	1991	9	1,164,000
	CONSTRUCT BUS ACCESS LANE AT WINSLOW FERRY TERM			
	REFURBISH FERRY TERMINAL	1992	3	2,279,996
		1992	9	1,851,204
TACOMA, WASHINGTON (PIERCE CO. PUBLIC WORKS)	TERMINAL IMPROVEMENTS	1984	9A	125,000
			9	343,800
	TERMINAL IMPROVEMENTS	1985	9	368,000
	TERMINAL IMPROVEMENTS	1986	9	248,000
		1987	9	194,400
<b>TOTAL \$</b>				<b>102,798,693</b>

TABLE 54-1

**CUMULATIVE OBLIGATIONS FOR FERRY BOATS AND RELATED EQUIPMENT  
FISCAL YEARS 1965 - 1995**

GRANTEE	PURPOSE	CUMULATIVE FUNDING
GOLDEN GATE BRIDGE HIGHWAY AND TRANSIT DISTRICT (SAN FRANCISCO)	3 NEW FERRY BOATS, TERMINAL FACILITIES, MISCELLANEOUS RADAR AND PUBLIC ADDRESS EQUIPMENT, REFURBISH FERRY BOAT REPLACE TICKET AND VENDING MACHINES REPLACE FERRY TERMINAL FACILITIES	38,852,133
CITY OF VALLEJO	ENGINEERING AND DESIGN OF INTERMODAL FERRY TERMINAL IN VALLEJO AND REHAB 3 FERRY BOATS BUY 1 FERRY BOAT AND UPGRADE FERRY TERMINALS	8,000,000
MISSISSIPPI RIVER BRIDGE AUTHORITY (NEW ORLEANS) OR CRESCENT CITY CONNECTION	4 NEW FERRY BOATS, TERMINAL FACILITIES, RETROFIT BARGE, MISCELLANEOUS IMPROVEMENTS, OPERATING, MAINTENANCE	37,332,712
BRIDGEPORT, CONNECTICUT	FERRY TERMINAL AND PARKING FACILITY IMPROVEMENTS	152,000
CITY OF PORTLAND, MAINE CASCO BAY TRANSIT DISTRICT, AND PENOBSCOT BAY (MAINE DOT)	4 FERRY BOATS, ENGINEERING DESIGN, LAND ACQUISITION, AND FERRY TERMINAL CONSTRUCTION, PURCHASE EQUIPMENT FOR FERRY TERMINAL MODIFY FERRY BOAT	8,233,137
STATE OF MAINE MAINE (DOT)	1 FERRY BOAT, PIER AND FERRY BOAT MODIFICATIONS	1,392,399
BOSTON MBTA	LEASE FERRY BOAT FOR SERVICE BETWEEN NANTASKET AND BOSTON	159,999
RHODE ISLAND DOT	REHAB GALILEE FERRY TERM. NARRAGANSETT	317,384
TIDEWATER TRANSPORTATION DISTRICT COMMISSION (NORFOLK, VIRGINIA)	3 PEDESTRIAN FERRY BOATS CONSTRUCTION OF FERRY DOCK REPLACE 4 FERRY BOAT ENGINES	2,174,100
WOODS HOLE, MARTHA'S VINEYARD AND NANTUCKET STEAMSHIP AUTHORITY (NANTUCKET, MA)	NANTUCKET FERRY SLIP AND TERMINAL RECONSTRUCTION	1,392,584
EASTERN UPPER PENINSULA TRANSPORTATION AUTHORITY (SAULT ST. E. MARIE, MI)	FERRY TERMINAL	1,070,000
NEW YORK CITY DEPARTMENT OF TRANSPORTATION	3 NEW FERRY BOATS, TERMINAL FACILITY IMPROVEMENTS, MISCELLANEOUS MODERNIZA- TION (STATEN ISLAND SERVICE) DESIGN AND ENGINEERING FOR FERRY TERMINAL	43,509,577
VILLAGE OF OCEAN BEACH, NEW YORK	RECONSTRUCT FERRY TERMINAL BULKHEAD	45,000
CAMDEN, NEW JERSEY	DESIGN AND CONSTRUCT WATERFRONT AREA TRANSI COMPLEX - PARKING GARAGE & FERRY PIER	7,707,000
PUERTO RICO PORTS AUTHORITY (SAN JUAN)	5 FERRY BOATS, TERMINAL FACILITY MISCELLANEOUS IMPROVEMENT, ENGINEERING FOR EXPANSION, RECONSTRUCTION OF CATANO AND SAN JUAN TERMINALS, CONSTRUCTION OF HATO REY INTERMODAL AND ISLA GRAND MAINTENANCE FACILITY, ACQUISITION OF STRUCTURES AT ISLA GRAND SITE	55,255,896
PUBLIC WORKS, ST. THOMAS, VI	RENOV. CRUZ BAY FERRY DOCK AT ST. JOHN	1,000,000
TACOMA, WASHINGTON (PIERCE CO. PUBLIC WORKS)	TERMINAL IMPROVEMENTS PARTIAL PURCHASE OF PASSENGER FERRY	1,279,200
SEATTLE-TACOMA WASHINGTON (WASHINGTON DOT MARINE DIVISION))	8 NEW FERRY BOATS, TERMINAL IMPROVE- MENTS, ENGINEERING FOR EXPANSION, MISCELLANEOUS IMPROVEMENTS, LAND ACQUISITION, BUILD LOADING OVERHEAD TERMINAL EXPANSION, CONTROL SYSTEM REPLACEMENT AND REFURBISH VESSEL CONSTRUCTION OF PEDESTRIAN FACILITIES AND BUS ACCESS LANE AT TERMINAL	36,642,306
<b>TOTAL \$</b>		<b>244,515,427</b>



TABLE 55

## FUNDS OBLIGATED FOR BUSWAYS FROM FY 1970 THROUGH FY 1995

CITY	BUSWAY	FISCAL YEAR	FUNDING PROGRAM	AMOUNT \$
=====	=====	=====	=====	=====
			SECTION	
BOSTON, PA	SO. BOSTON PIERS TRANSITWAY	1995	5309	43.7 MILLION
PITTSBURGH, PA	SOUTH BUSWAY	1970 TO	3	21.2
	EAST BUSWAY	1983	3	92.0
	AIRPORT BUSWAY/WABASH HOV	1993	3	24.6
		1995	5309	31.5
		1995	5307	76.5
		1995	5309	51.3
	MARTIN LUTHER KING BUSWAY	1995	5309	13.7
DALLAS, TX	CONSTRUCTION EAST R L THORTON HOV	1991	9	2.6
HOUSTON, TEXAS	NORTH FREEWAY PHASE 1 AND 2	1982	5	28.7
	PHASE 3	1984	9	13.0
	PHASE 4 EXTENDS HOV LANE	1987	3	46.8
	CONSTRUCTION OF COUNTERFLOW LANE	1978	5	1.4
	KATY FREEWAY HOV SIGNALIZATION	1982	3	0.4
	PHASE 3 T-RAMP AND PARK AND RIDE LOT EXPANSION	1984	9	8.4
	KATY CENTRAL BUSINESS DISTRICT RAMP	1993	3	30.8
	NORTHWEST FREEWAY TRANSITWAY, HOV AND CORRIDOR IMPROVEMENTS	1984	3	5.5
		1985	3	35.0
		1986	9	26.5
	NORTHWEST TC/INNER KATY CONNECTOR	1995	5309	7.3
	SOUTHWEST FREEWAY	1986	3	61.9
		1987	5	2.5
	GREENWAY PLAZA T-RAMP (SW CORRIDOR)	1993	3	3.8
		1995	5309	2.2
	EASTEX FREEWAY HOV SEGMENT 1	1991	9	20.4
		1992	9	1.0
	SEGMENT 2	1993	3	20.3
		1995	5309	3.3
	EASTEX RAMP AT QUITMAN ST.	1993	3	5.0
	WESTPARK HOV LANE	1993	3	3.0
		1995	5309	10.6
DENVER, COLO	NORTH I-25 BUSWAY/HOV PROJECT	1990	3	36.6
		1991	3	33.4
SAN BERNARDINO	SAN BERNARDINO FREEWAY/ 11 MILE EXPRESS BUSWAY PROJECT	1971 TO 1974	3	10.9
SEATTLE, WASH	BUS TUNNEL 1.6 MILE	1982	8	0.5
		1983	3	1.5
		1985	3	20.0
		1986	3	26.5
		1987	3	67.4
		1988	3	67.2
		1989	3	17.8
TOTAL \$				976.7 MILLION



TABLE 56

NUMBER OF GRANTS AWARDED BY PROGRAM  
1982 - 1995

FISCAL YEAR	Capital Program (formerly Sec 3)	Sec. 5- Urbanized Formula Prgm (formerly Sec 9)	Sec. 9A Elderly & Disabilities	State Planning & Research	Non-urbanized Formula Prgm (formerly Sec18)	Interstate Transfer	Fed. Aid Urban Systems	TOTAL GRANTS
1982	263	802	0	57	0	46	14	1,558
1983	215	706	0	54	0	44	13	1,655
1984	101	534	360	53	81	23	9	1,624
1985	49	401	465	62	77	36	1	1,423
1986	84	255	602	57	74	20	3	1,443
1987	53	0	599	55	73	18	4	1,046
1988	75	0	624 *	56	86	23	3	1,137
1989	94	0	579 *	54	68	20	1	1,088
1990	118	0	547 *	54	65	24	2	1,074
1991	108	0	524 *	49	58	13	5	980
1992	132	0	583	52	56	9	2	886
1993	132	0	648	53	74	12	0	973
1994	169	0	660	55	64	8	0	1,008
1995	243	0	723	54	52	12	0	1,161
TOTAL	1,836	2,698	6,914	765	828	2,972	57	17,056

\* INCLUDES 9 B

## FTA REGIONAL OFFICES

The 10 FTA Regional Offices listed below work with local transit officials in developing and processing grant applications. For more information about the FTA program in general, please contact the Office of Public Affairs, Federal Transit Administration, 400 Seventh Street, S.W., Washington, D.C., 20590 or call (202) 366-4043.

### EASTERN AREA

#### Region 1

Connecticut, Massachusetts, Maine, New Hampshire, Rhode Island, and Vermont.  
FTA Region 1 Office, Kendall Square, 55 Broadway, Suite 920, Cambridge, Massachusetts 02142-1093.

Telephone (617) 494-2055      Fax (617) 494-2865

#### Region 2

New York, New Jersey, and Virgin Islands.  
FTA Region 2 Office, 26 Federal Plaza, Suite 2940, New York, New York 10278-0194.  
Telephone (212) 264-8162      Fax (212) 264-8973

### SOUTHEASTERN AREA

#### Region 3

Delaware, District of Columbia, Maryland, Pennsylvania, Virginia, and West Virginia.  
FTA Region 3 Office, 1760 Market Street, Suite 500, Philadelphia, Pennsylvania 19103-4124.  
Telephone (215) 656-6900      Fax (215) 656-7260

#### Region 4

Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, Puerto Rico, South Carolina, and Tennessee.  
FTA Region 4 Office, 1720 Peachtree Road, NW, Suite 400, Atlanta, Georgia 30309-2439.  
Telephone (404) 347-3948      Fax (404) 347-7849

### CENTRAL AREA

#### Region 5

Illinois, Indiana, Minnesota, Michigan, Ohio, and Wisconsin.  
FTA Region 5 Office, 55 East Monroe Street, Suite 1415, Chicago, Illinois 60603-5704.  
Telephone (312) 353-2789      Fax (312) 886-0351

## MIDWESTERN AREA

### Region 6

Arkansas, Louisiana, New Mexico, Oklahoma, and Texas.

FTA Region 6 Office, 524 E. Lamar Street, Suite 175, Arlington, Texas 76011-3900.

Telephone (817) 860-9663      Fax (817) 860-9437

### Region 7

Iowa, Kansas, Missouri, and Nebraska.

FTA Region 7 Office, 6301 Rockhill Road, Suite 303, Kansas City, Missouri 64131-1117.

Telephone (816) 523-0204      Fax (816) 523-0927

### Region 8

Arizona, Colorado, Montana, Nevada, North Dakota, South Dakota, Utah, and Wyoming.

FTA Region 8 Office, Columbine Place, 216 Sixteenth Street, Suite 650, Denver, Colorado 80202-5120.

Telephone (303) 844-3242      Fax (303) 844-4217

### Region 9

California, Hawaii, Guam, American Samoa and North Marianas.

FTA Region 9 Office, 201 Mission Street, Suite 2210, San Francisco, California 94105-1800.

Telephone (415) 744-3133      Fax (415) 744-2726

### Region 10

Alaska, Idaho, Oregon and Washington.

FTA Region 10 Office, 915 Second Avenue, Suite 3142, Seattle, Washington 98174-1002.

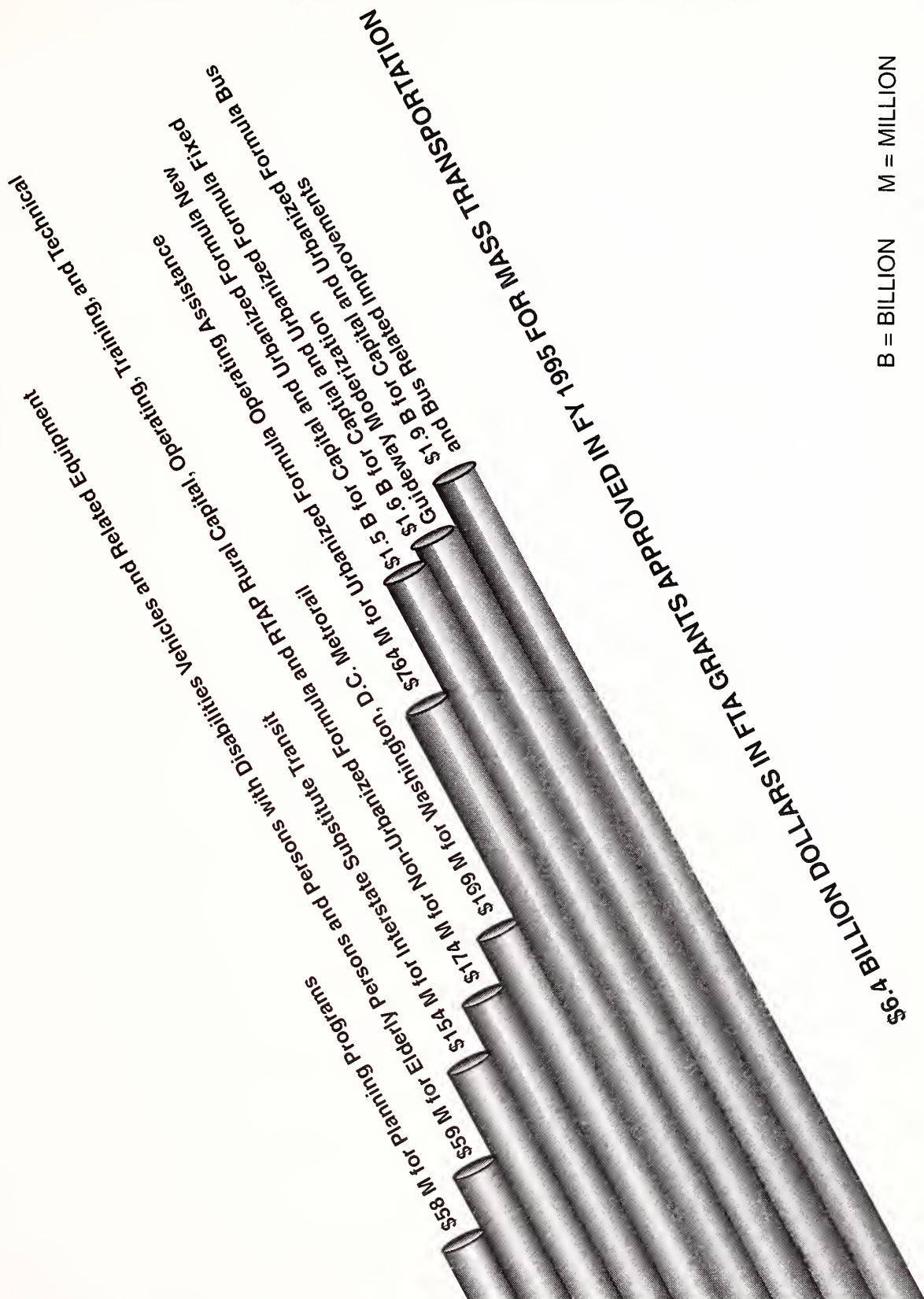
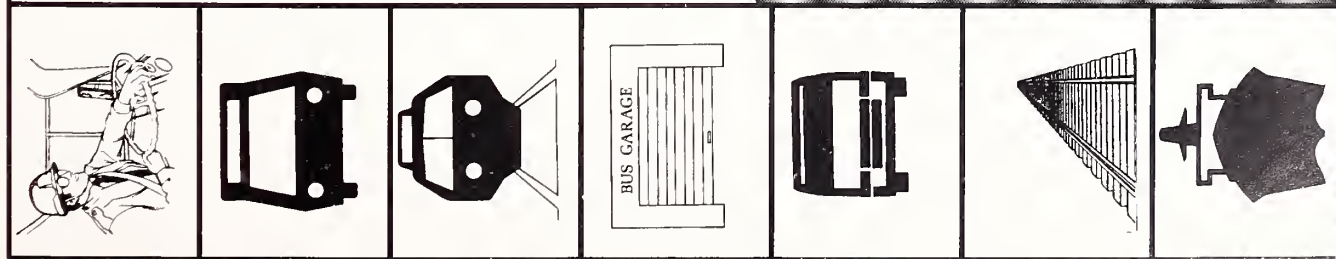
Telephone (206) 220-7954      Fax (206) 220-7959







# Distribution of FY 1995 FTA Grant Funds by Program and Purpose



B = BILLION M = MILLION

\$6.4 BILLION DOLLARS IN FTA GRANTS APPROVED IN FY 1995 FOR MASS TRANSPORTATION

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